BULLETIN No. 72

The Locomotives of the

DELAWARE, LACKAWANNA

and

WESTERN RAILROAD

By F. STEWART GRAHAM

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The data contained herein are taken from the files of the writer and those of Thomas T. Taber, of Madison, N. J., and the right to the future use of said data is hereby reserved to the writer and to Mr. Taber.

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The author of this bulletin has already made a number of contributions to our publications on locomotives relating to the Lackawanna system but this is his final achievement. His family has been identified with this railroad for a number of years and it is fitting that he should prepare this record.

The author has taken great care and pains to make this record simple and easily understood. The loosely knit organization of the early years, the constant exchange of power together with a certain amount of renumbering has not made the task of presentation easy. In order to help the reader we have prepared a very full table of contents, based upon the division of the material. Not even a standard could be used for the diameter of the driving wheels of the locomotives, the reason will be found in the text.

Despite these variations, the author has done a fine piece of research in tracing through these hundreds of locomotives. There are still many unknowns and many that are doubtful and they will probably always remain that way. We hope our readers will enjoy this account of the locomotives of "The Road of Anthracite."

Acknowledgement and Foreword

The author regrets that it is impossible to furnish a bibliography of the records presented here. The data have been gathered over a long period of years (1909 to date), from countless sources and innumerable persons. However, grateful acknowledgement can be and hereby is made in some specific cases, viz; to the Lackawanna Railroad, which has been most helpful in supplying and confirming information from their records; to libraries and librarians in general, whose co-operation and interest cannot be too highly commended; to the President of your Society, for his tireless aid in every phase of making these records available; to Thomas T. Taber, of Madison, N. J. and Melvin C. Corbett, of Darien, Conn., with whom the author spent many years in collecting and assembling the materials; and to Mr. C. J. Hadley, formerly of the Scranton Engine House, for his invaluable day-by-day "tips" as to what was happening or anticipated in the motive power circle. Information has been sought of and obtained from Mr. Paul T. Warner, whose courtesy and help are so well and favorably known. The American and Baldwin Locomotive Companies have been, as is their custom, very co-operative in furnishing information and making their records available.

Some of the data used here was obtained from Herbert T. Walker's "History of D. L. & W. Locomotives", which appeared in serial form in a leading railway publication, early in this century. The author is also indebted to Moody's Railroad Manual, 1941 Edition, for many facts, especially regarding mileage and organization of the various subsidiary companies.

And, finally, appreciation is expressed to the many friends and "old timers" of the railroad, who have always remembered the author's interest in matters relating to the Lackawanna, and have passed on to him data, which, piece by piece, have filled in many blank spaces.

It is to be greatly regretted that so many early records have been lost or destroyed. Those of the Oswego & Syracuse and the S. B. & N. Y. Railroads, stored at the Binghamton station, were destroyed by fire, leaving only a meagre story of the motive power of these two early roads. The first records of Danforth, Cooke & Co. were lost in one of Paterson's numerous fires, one of which consumed irreplaceable photographic plates of the locomotives of that important era of locomotive construction. Other records, indispensable in making a complete and authentic history, have been destroyed to make room for newer ones, which will doubtless meet the same fate.

A study of this road's motive power will reveal that, ever since its earliest days, the D. L. & W. has done a vast amount of renumbering and shifting about of its engines from one to another of its dozen or more divisions. In the absence of sufficient records, it has been difficult

to trace all of these exchanges or transfers, and it is a certainty that some have been omitted in these rosters. Attention is called to the Main Line roster where, between 1851 and 1899, approximately 375 locomotives have occupied 248 numbers. The change from 6-foot to standard gauge, in May, 1876, was probably the greatest cause of the interdivision transfer of equipment, followed closely by the Main Line's apparent tendency to hold on to new engines coming on the line, regardless of for what division they had been ordered, and to send its older locomotives to the other divisions.

Because of the scarcity of early records, and for other reasons, sound or otherwise, inaccuracies in these records will undoubtedly come to light. For these the author expresses his regrets, convinced that records will always contain some, just as the time-worn alibi of the railroads declares that "As long as there are railroads, there'll be wrecks".

F. STEWART GRAHAM

Bennington, Vermont.
January 1st, 1948.

Courtesy of the Lackawanna Railroad.

Map of the Lackawanna Railroad System.

Development
of the
LACKAWANNA SYSTEM

The chronological development of the D. L. & W. System can be told rather briefly. In order to provide a rail outlet from the Lackawanna Valley for the coal and iron of that region, the Scrantons purchased, in 1847, the charter of the Leggett's Gap R. R., which had been granted April 7th, 1832, and constructed a line of railroad west from Scranton to Great Bend, Pa., which was later renamed Hallstead. The name of this line was changed to Lackawanna & Western, April 14th, 1851. The Delaware & Cobb's Gap R. R. was chartered April 7th, 1849, and was constructed east from Scranton to Delaware Water Gap, and opened May 27th, 1856. On March 11th, 1853, these two roads merged under the name of Delaware, Lackawanna & Western to form the "Main Line" of the present system.

In order to reach the Central R. R. of New Jersey and thereby gain an outlet to tidewater, at Elizabethport, N. J., the Warren R. R. was chartered in 1851, extending 18.8 miles from Water Gap to Hampton Jct., N. J., and crossed the Morris & Essex R. R., at Washington, N. J. Although the D. L. & W. was six-foot gauge at this time and the New Jersey Central was standard gauge, the latter road laid a third rail to accommodate the Lackawanna cars.

Outlet to the north was made via the Cayuga & Susquehanna R. R., purchased in 1855. This road was chartered as the Ithaca & Owego R. R., January 28th, 1828. Connection between the D. L. & W., at Great Bend, and the C. &. S., at Owego, was made over the broad gauge tracks of the Erie.

In 1868, the Lackawanna abandoned its agreement with the New Jersey Central and leased the Morris & Essex R. R., and thus obtained a direct route to the Hudson River, at Hoboken, N. J.

In 1869, the Valley Railroad was built from Great Bend to Binghamton, N. Y., shortening the link between the D. L. & W. and the C. & S., and making it possible to receive traffic at Binghamton from the Oswego & Syracuse and the Syracuse, Binghamton & New York Railroads, both of which were broad gauge and were leased by the Lackawanna, in 1869.

A third outlet to the north was obtained April 9th, 1870, through leasing the Utica, Chenango & Susquehanna Valley R. R., a line extending from Greene, N. Y. to Utica and Richfield Springs. Connection with this road was made by the construction of the Greene R. R., in-

corporated October 14th, 1869, and opened in 1871, extending from Chenango Forks to Greene, 8.1 miles. This road was leased April 26th, 1870.

This completed the western development of the system until the building of the New York, Lackawanna & Western, from Binghamton to Buffalo, 214 miles, in 1880-82. This road was chartered in August, 1880, opened in September, 1882, and leased to the D. L. & W. on October 2nd, 1882. It connected with the C. & S., at Owego, and eliminated the trackage agreement with the Erie, between Binghamton and Owego.

In the meantime, on June 16th, 1873, the Lackawanna leased the Lackawanna & Bloomsburg R. R., chartered April 5th, 1852, and operating 80 miles between Scranton and Northumberland, Pa. This line tapped the richest hard coal lands in northeastern Pennsylvania, and was the point of origin of immense coal tonnage, a real revenue producer.

Other short lines were added to the system, and such lines will be briefly described in the locomotive rosters of these roads.

Thus is traced the development of the D. L. & W. in the formation of a trunk line from Hoboken to Buffalo. Its mileage, as recorded by Moody's Manual (1941) is as follows:-

In New Jersey	236.23 miles
In Pennsylvania	265.41 miles
In New York	493.40 miles
Total	995.04

The following is a summary of the mileage and location of the railroads entering into the Lackawanna System. Those having locomotives are marked with an asterisk (*).

NEW JERSEY

Chester R. R.	3.74	Chester Jct. to Succasunna**
Hopatcong R. R.	.48	Hopatcong Jct. to Powder Works
Lackawanna R. R. of N. J.	27.44	Hopatcong Jct. to Delaware River
Morris & Essex R. R.*	125.79	Hoboken to Phillipsburg, etc.
Morris & Essex Extension	1.92	Paterson Jct. to Paterson
Newark & Bloomfield*	4.20	Newark to Montclair
Passaic & Delaware*	14.11	Summit to Branchville
P. & D. Extension	7.41	Branchville to Gladstone
Sussex*	21.39	Netcong to Branchville
Warren	18.82	Water Gap to Hampton Jct.
C. N. J. trackage rights	.83	Lake Jct. to Scrub Oak Mine.
L. & N. E. trackage rights	10.10	Augusta to Sussex
	236.23	

PENNSYLVANIA

Bangor & Portland*	36.05	Portland to Martins Creek, etc.
D. L. & W.*	111.23	Water Gap to N. Y. Line
Hanover & Newport	6.81	Plymouth to Newport Center
Lackawanna & Bloomsburg*	79.64	Scranton to Northumberland
Lackawanna & Montrose	9.91	Alford Jct. to Montrose (aban'd)
Winton Branch	7.98	Scranton. Storrs Mine Branch
N. Y. S. & W. trackage rights	5.51	Mine to Jct. with D. L. & W.
P. R. R.	1.90	Northumberland to Sunbury
Sundry	6.38	
	265.41	

NEW YORK

Cayuga & Susquehanna*	34.24	Owego to Ithaca
Erie & Central New York*	18.31	Cortland to Cincinnatus
Greene	8.10	Chenango Forks to Greene
N. Y. Lacka. & Western*	204.44	Binghamton to Buffalo
Oswego & Syracuse*	34.98	Syracuse to Oswego
Syracuse & Baldwinsville*	6.00	Amboy to Baldwinsville (aban'd)
Syracuse, Binghamton & N. Y.*	79.70	Binghamton to Geddes
Union	1.25	Geddes to Syracuse
Utica, Chenango & Susq. Valley*	97.39	Greene to Utica, etc.
Valley	11.10	Pa. State Line to Binghamton
N. Y. O. & W. trackage rights	.21	City of Utica
N. Y. C. Lines trackage rights	.06	City of Utica.
Sundry	3.62	
	493.40	

**Chester R. R. originally ran to Chester, N. J.

The Wide-Firebox Locomotives

There is probably no group of railroads, unrelated through ownership, whose locomotives possess the distinctive design presented by those of the so-called Anthracite Railroads. This peculiarity, the wide firebox, which for many years necessitated the use of the centrally located cab, was developed for the purpose of burning a specific type of fuel, and its use was generally limited to the locomotives of those railroads operating

the hard coal mines of Pennsylvania, viz: Philadelphia & Reading, New Jersey Central, Lackawanna, Lehigh Valley, Delaware & Hudson, Erie and the New York, Ontario & Western. A few western roads tried the wide firebox for burning low grade fuels during the early part of the century, but to no appreciable extent.

To successfully burn the smaller sizes of anthracite requires a shallow fire in a fire box of large grate area. The unusual size of the firebox made it necessary to place the cab forward of the firebox, resulting in the "camel-back" or "Mother Hubbard" type of locomotive, peculiar to and characteristic of the engines of the hard coal roads. While these locomotives possessed these features in common, each of the railroads developed individual designs and practices, by which identification of each road's motive power was readily discernible.

The development of the wide firebox has been so completely recorded by Mr. Paul T. Warner (see Bulletin No. 52) that further account of it here is unnecessary, except to state that each of the roads contributed to its improvement in varying degrees. The P. & R., through Millholland and Wootten, was largely responsible for the successful burning of hard coal, both in the large sizes and in the waste coal, or culm, from which the culm-burner derived its name.

The Lackawanna was equally interested in adapting anthracite to locomotive use, and its first coal burner was placed in service in 1854, the engine "Anthracite", built by Danforth, Cooke & Co., followed by Ross Winans' "Carbon", in the same year, and by the "Lehigh", built by Zerah Colburn and the New Jersey Locomotive Company, in 1855.

In 1857, two ten-wheelers, "Investigator" and "Decision", by the Cooke Company, were placed in service and are claimed to have been the first outstandingly successful hard coal burners. The Lackawanna's first locomotive to be equipped with the Wootten firebox for burning culm was the "Hercules", No. 21, an 0-6-0 type yard engine, built originally by Cooke , in 1855, and converted to a culm-burner at the Scranton Shops, in or about 1880. It is likely that the first road engine so changed was the "New York", No. 102, which, incidentally, was the first engine constructed in the Scranton Shops, in 1869, at which time it was named "W. Dawson", for the Master Mechanic.

Also, in 1880, the company received five consolidations from Cooke, Nos. 101, 136, 137, 138 and 139, having wide fireboxes and center cabs, which were the company's first engines of this kind built new. In 1882, two moguls, Nos. 145 and 146, were constructed at Scranton Shops, being the first wide firebox engines built new by the company. In November, 1885, engine "Susquehanna", No. 1, (Bloomsburg Division) was converted in the Kingston Shop, becoming the first culm-burner passenger locomotive on the system.

Following the success with these first engines, practically all new motive power was ordered with wide fireboxes, and an extensive program for converting existing engines was begun and was continued until

about 1900, although new locomotives with wide fireboxes were placed in service as late as 1923. However, this type of firebox was not used exclusively for burning culm during the later years, for at least two important reasons. First, the demand for all sizes of anthracite had increased its value to a point where it was cheaper for the roads to burn soft coal, and, second, automatic stokers have not successfully handled pure anthracite and, where the large fireboxes necessitated stoker firing, it was necessary to use a mixture of soft and hard coals, in which mixture there was a predominance of soft coal. With these conditions came the decline of the wide firebox.

It will be noted that wide fireboxes have been referred to here as "wide", rather than "Wootten". "Locomotive Engineering", in October, 1900, says regarding the wide firebox, "Numerous attempts had been made to burn anthracite coal in locomotive fireboxes, particularly by Millholland on the Reading Railroad, but the efforts were not much of a success. Zerah Colburn had designed an engine with a wide firebox extending over the frames, with a view of providing large grate area necessary for burning anthracite coal . . . Mr. Graham (Master Mechanic at Kingston, and later at Scranton) perceived its possibilities and gave it a trial, devoting close personal attention to its performance. He effected a variety of improvements on the firebox and it became a decided success for the burning of anthracite and largely used by that road . . . . Towards the end of the seventies, Mr. Wootten of the P. & R., put a combustion chamber in a Colburn firebox and secured a patent on the combination. A company was formed to push this patent and it was exploited under the name of the Wootten firebox. This was done so effectually that today all fireboxes extending over the frames are spoken of as Wootten, although most of them are merely Colburn fireboxes with Graham's improvements."

The same periodical, in November, 1900, further states, "As a matter of fact the early Colburn engines had both a wide firebox and a combustion chamber, and Mr. Graham improved it by gradually cutting it down until he abandoned it entirely. In November or December, 1854, the "Lehigh", No. 17, went on the D. L. & W. road with a firebox 7½ ft. wide, 4½ ft. long, and a combustion chamber of 40 inches."

The patented Wootten firebox was manufactured by the Wharton Railroad Switch Co., who, in order to prevent the construction and use of wide fireboxes, except upon a royalty paid to the patentees, brought suit against the Rogers Locomotive Works, in 1894, retaining as their counsel the late J. Snowden Bell. This suit was withdrawn before coming to trial, and "Locomotive Engineering" observes, "The fact that the suit was not brought (to trial) is ample evidence that they found it was not a patent which would hold water, owing to the same device having been used years before."

The most extensive development of the wide firebox on the D. L. & W. system was done in the Main Line Shop, at Scranton, and at the Kingston Shops, Bloomsburg Division, under Master Mechanics Charles

Graham, Sr. and Charles Graham, Jr. The M. & E. Division converted only one engine to burn culm, built only one passenger engine (#962) and two moguls (#79 and #522) so equipped, but did receive a number of new engines having wide fireboxes in the 1890's.

The Buffalo Division Shops built new and converted a number of passenger engines. The Utica and Syracuse Shops also built new and converted both freight and passenger engines.

This distinctive class of locomotive has now almost ceased to exist, not only on the Lackawanna, but on the other hard coal roads as well, and it will be but a very few years before the famous "Mother Hubbards" are only memories.

The motive power, comprising the locomotives of sixteen different railroad companies, presented an array of practices and designs, and included at one time or another the products of practically every prominent builder in the east. Locomotives were purchased at various times from other railroads, and 91 were built at company shops, prior to 1901. The tabulation of company built engines, shown hereafter, does not include the so-called "rebuilt" power, although, after being rebuilt with a new boiler, firebox, cylinders and driving wheels, such a locomotive was practically a new machine.

In connection with the development and use of the wide firebox on the D. L. & W., the following is an interesting account of some of the early wide firebox engines on that road. The article was written on January 15, 1905, by Mr. Henry ("Hank") Colvin, of Philadelphia. Mr. Colvin was connected with the road in its early years and was the possessor of a vast store of knowledge of its motive power. These paragraphs are a transcription of Mr. Colvin's original notes.

SOME NOTES ON ENGINES WITH COLBURN FIREBOX.

"Engine Lehigh #17 was delivered to the D. L. & W. R. R. in 1855. Engine had 18" x 24" cylinders, Six coupled wheels, 4 ft. Diameter. Boiler 50" Diameter. Straight with Dome 30" Diameter and 28" high, firebox 7½' wide and 4½' long. Combustion Chamber 4 ft. long, flues 10 ft. long, 3" diameter. Shell of boiler was made of #3 Iron. (.28") and firebox was #4 Iron (.25"). After considerable experimenting it was changed to a firebox 6 ft. long, and flues 2½" diameter. A variable exhaust was used, having a solid plug, which could be raised or lowered at will of Engineer from cab. Builders were N. J. Loco. & Machine Co., John Brandt, Supt.

"Next was the Delaware #24, received in 1855, Danforth, Cooke & Co. builders. Boiler was 48" diameter. Dome 32" diameter, 34" high, firebox 6 ft. wide, 5 ft. long, with a combustion chamber 42" long, flues 2½" diameter, Cylinders 18" x 24", six coupled wheels 4 ft. diameter. Valves were between cylinders, with direct valve motion. The transmission bar from link block to valve stem straddled front axle. Exhaust same as used in the Lehigh.

"The next was the "New York" #25 (by same builders as Lehigh) received early in 1856. Boiler was 48″ diameter, flues 2½″, firebox 7½′ wide and 4½′ long, otherwise same as the "Lehigh". The "Drake Mills" #27 and the Pennsylvania #28 — Oregon #36 — California #37. Then came the Black Hawk #43, Danforth, Cooke & Co., builders. This was a sister Engine to the Delaware, with few improvements (?) as follows: a midfeather much like those used by McConnell of the London & Northwestern Ry. of England. Also there were arranged on each side of the combustion chamber several air holes made by inserting a short piece of a 2″ flue from shell of boiler to combustion chamber. They were arranged in a horizontal line about 3″ apart, having a frame around them with a damper in the form of a slide with holes to correspond with those tubes when open, and by moving these slide dampers (which was done from the Engineer's place in the cab) the air could be entirely shut off. This arrangement was to let in the proper amount of cold air to burn the gasses, i. e. produce perfect combustion, and the thought that produced the damper was the Keystone to the whole arrangement. This Engine proved to be by far the best Steamer on the Road. A new era in coal burning. One of the first things Engineers learned about admitting cold air through these tubes in combustion chamber was to keep the damper closed tight, and the apparatus for moving them from the cab was removed and dampers fastened shut The next thing to show up about these improvements was the leaking of this midfeather, which grew worse until it was decided to take it out, which was done. While this work was going on, it was proved conclusively that the Engine would not steam, etc., etc., by all that was interested in coal burning. After removing the midfeather, a patch was put on the crown sheet to cover the space, using Square head Tap bolts for the job, not the cone countersunk head, which was standard for all jobs that was considered to be permanent. After this what was thought by many a botch job was done. Engine went on the Road for a trial which continued for Eight years, showing the same good steaming qualities previously gained.

"In 1857, the Investigator #58 and Decision #59 was received from Danforth, Cooke & Co., with Boilers and fireboxes same as the Black Hawk, without its improvements over the Delaware, except the cylinder part of the Boiler was lengthened, so, to get a four wheel truck under cylinders, the drivers were placed close together. Cylinders were 18″ x 24″, with valve face on top. Valve motion same as Delaware, except a Rocker was used, it being located forward of front Drivers. These Engines proved entirely satisfactory so far as steaming and riding were concerned, the only weak point about them was the arrangement of coupling them to the tender, a poor construction, same as the Ross Winans Camels. These Engines ran many years before being modernized, and there has not been any made since that showed more economy in fuel.

"Engine Fairfield #66, Taunton Loco. Mfg. Co. builders, was received on the D. L. & W. R. R., in 1857, which was fitted with Dimpfel's Boiler, with a firebox 4½ ft. wide by 5 ft. long and 60″ deep, the same as wood-burners were made. This was the only coal burner that any

Engineer of much account was willing to run. After giving it a trial and finding that it would do all that had been claimed for it, the question arose about the durability of the water tubes. Watts Cooke claimed that they would soon give out and was opposed to the company buying it. After standing in an old shed for more than a year, the matter was compromised and the Engine was accepted and placed in service. Cylinders were 17 x 22 with a 5 ft. wheel, a standard 8 wheel engine. The work done by this engine was entirely satisfactory, in fact it was a pet engine. After a year or a little over the tubes began to burst, which soon became so frequent that use of the engine had to be abandoned. All interested about such things wanted a new set of Tubes put in same as formerly. Watts Cooke differed in opinion and took out the whole inside arrangement of the Dimpfel Patent, and put in an ordinary firebox with a combustion Chamber 20″ long and the standard fire tubes. With many the feeling was that it was done because it was a foreign Engine, i. e., not a Danforth & Cooke. This Engine was fitted with variable exhaust of the hollow plug type. When the new firebox was finished and the Engine placed in the same service (which was running a coal train from Great Bend to Owego, over the Erie Road) it soon proved that water tubes had not any advantage over the fire Tube. It proved so good a steamer that the Engineer (William Tooker) took out the hollow plug from the exhaust and ran without any with entire satisfaction. This is mentioned to show that many guesses are not correct.

"Engines Wyoming #8 and Northumberland #9, Richard Norris builder, came on the D. L. & W. R. R., Bloomsburg Division, in 1859. They were standard 8 wheel Engines, 16 x 22, wheels 5 ft., and were equipped with Phleger's Patent Boiler. This was probably the best advertised coal burner Boiler ever on the market before the days of the "Werton" (Wootten). These boilers (Phlegers) were to utilize all the heat that theory claimed was in the coal. They proved to be good steaming Engines and ran several years doing fair work until the Northumberland exploded its Boiler. This gave a good chance to examine the construction of said Boiler and, after doing so, it was decided to allow only 60 lbs. pressure on the Wyoming, from that time until a new Boiler was put on, which, by the way, was several years later. A standard Boiler of the Millholland pattern was placed on the Northumberland, which gave quite as economical results as the Phleger, and in 1866, a standard Boiler of the Dickson Mfg. Co. make was placed on the Wyoming with entirely satisfactory results. This firebox was 8 ft. long, 35″ wide, with a combustion Chamber of 8″ in length, which proves quite conclusively that many patent Boilers got most of their reputation before being fully tested."

SUMMARY TABLES

of

Lackawanna Railroad

LOCOMOTIVES

Record of

LOCOMOTIVES BUILT IN COMPANY SHOPS

Buffalo Division Shops	5
Kingsland Shops (M & E) to 1899	12
Kingsland Shops, since 1899	1
Kingston Shops (L & B)	32
Scranton Shops, to 1899	18
Scranton Shops, since 1899	23
Syracuse Shops	12
Utica Shops	10
Total	113

Buffalo Shops

1886		84	2-6-0
1889		98	2-6-0
1891		123	4-4-0W
1892		133	4-4-0
1892		134	4-4-0

Kingsland, N. J. Shops.

1878	Musconetcong	40	4-4-0
1878	A. Reasoner	64	4-4-0
1880	Madison	24	4-4-0
1881	Morris	25	4-4-0
1882	Hudson	39	4-4-0
1883		14	0-6-0
1883	Sam. S. Auchincloss	129	2-6-0
1886		84	2-6-0
1887		65	2-6-0
1891		51	4-4-0
1898		79	2-6-0W
1899		522	2-6-0W
1900		962	4-4-0W

Kingston, Pa. Shops.

(L. & B. R. R. and Bloomsburg Division)

1871	Susquehanna	1-201	4-4-0
1871	Charles Graham	2-202	4-4-0
1872	D. T. Bound	14-203	4-4-0

1873	D. G. Dreisbach		23-206	4-4-0
1875	Plymouth		4-204	4-4-0
1876	Payne Pettebone		26	4-4-0
1878	Luzerne		15-222	2-6-2
1880	Berwick		3-223	2-6-0
1880	Rupert		6-224	2-6-0
1881	Shawnee		5-225	2-6-0
1881	Nanticoke		18-226	2-6-0
1882	Abram Nesbitt		29-229	2-6-0
1883			28-228	2-6-0
1884			30-230	2-6-0
1884			31-231	2-6-0
1885			27-227	2-6-0
1886			232	2-6-0W
1887			234	2-6-0W
1888			208	2-6-0W
1889			217	2-6-0W
1889	For Main Line		240	4-4-0W
1889	For Main Line		241	4-4-0W
1890	For Main Line		242	4-4-0W
1891	For Main Line		243	4-4-0W
1891	For Main Line		244	4-4-0W
1892	Montour		207	4-4-0
1892	For Main Line		245	4-4-0W
1893	For Main Line		246	4-4-0W
1894	For Main Line		247	4-6-0W
1896			221	2-6-0W
1898			216	2-6-0W
1899			220	2-6-0W

Scranton Shops.

1869	Walter Dawson		102	4-6-0
1870	H. Fish. To Utica Div.		14	4-4-0
1871	Comet			4-2-2
1871	Thomas Dickson		127	4-4-0
1872	Stroudsburg		61	2-6-0
1873	Scranton	L & B	12	4-4-0
1881	Illinois		39	0-6-0
1881	Indiana		31	0-6-0
1882			145	2-6-0W
1882			146	2-6-0W

1883	Buff. Div.	80	0-6-0
1883	Buff. Div.	81	0-6-0
1884	Buff. Div.	82	0-6-0
1889		88	4-4-0W
1893		15	4-6-0W
1898		7	4-6-0W
1899		888	2-8-0W
1899	O & S	15	4-4-0W
1900		963	4-4-0W
1913	156 thru	161	0-8-0
1914	170 thru	175	0-8-0
1916		176	0-8-0
1917	177 thru	185	0-8-0

Syracuse Shops.

1870		14	0-6-0
1879	Sam. Sloan	6	4-4-0
1879	Binghamton	10	4-4-0
1880	Marathon	18	4-4-0
1880	Tully	19	4-4-0
1881	Susquehanna	20	4-4-0
1882	F. J. Griffith to M & E	114	4-4-0
1882	S. Griffith to M & E	115	4-4-0
1889	O & S	16	2-6-0W
1889	M L	149	2-6-0W
1892	W. F. Hallstead	5	4-4-0W
1894		17	0-6-0

Utica Shops.

1873	Cayuga C & S	5 (?)	4-4-0
1881		9	0-4-0
1885		22	4-4-0
1888		23	2-6-0W
1888	(To M. L. #238)	24	2-6-0W
1889		24	2-6-0W
1889	(To M. L. #239)	25	2-6-0W
1891	A. C. Salisbury	25	4-4-0
1892		26	2-6-0W
1893		27	4-4-0W

NUMBER OF LOCOMOTIVES RECEIVED

Number of locomotives received each year by the D. L. & W. and its sub-lines, from 1837 through 1899, except Nos. 801-815.

1837	1	1863	10	1882	74
1838	2	1864	12	1883	46
1840	1	1865	28	1884	31
1841	1	1866	31	1885	2
1846	1	1867	14	1886	4
1849	5	1868	22	1887	14
1850	2	1869	23	1888	29
1851	13	1870	36	1889	28
1852	6	1871	26	1890	2
1853	14	1872	14	1891	22
1854	16	1873	8	1892	23
1855	15	1874	4	1893	8
1856	33	1875	11	1894	3
1857	9	1876	21	1895	7
1858	1	1877	0	1896	4
1859	5	1878	3	1897	0
1860	4	1879	13	1898	7
1861	3	1880	15	1899	4
1862	4	1881	19	Total	754

SUMMARY OF BUILDERS

Summary of Builders of Locomotives on D. L. & W. Lines, 1837 through 1899. (Except Nos. 801-815)

Builder	Direct from Builder	From other Railroads, etc.*	Total
Baldwin	31	6	37
Braithwaite, England		1	1
Boyden, Seth	2		2
Cooke (DC&Co.:DL&M)	282	6**	288
Dickson Mfg. Co.	197	5	202
Hinkley	12		12
Jersey City Loco. Works	5***		5
McQueen, Walter	1		1
New Jersey Loco. Works	16	1	17
Norris, O. J.	1		1
Norris & Son	6	2	8
Portland		2	2

Builder	Direct from Builder	From other Railroads, etc.*	Total
Port Oram Foundry Co.	1		1
Rhode Island	3		3
Rogers (RK&G, etc.)	42	8	50
Rome		1	1
Schenectady	8		8
Swinburne	4		4
Taunton	1		1
Winans	6		6
Not Certain	5	10	15
Company Shops	89		89
Total	712	42	754

* Does not include transfers from other divisions.
** Does not include one DC&Co. engine, bought by B&P from M&E.
***These five (M&E 46 thru 50) may have been built for some other road.

LOCOMOTIVES RECEIVED ON ALL DIVISIONS

1837 thru 1899, except Nos. 801 — 815.

Railroad	Total On Rosters	From other Divisions	Net
C. & S.	17	7	10
D. L. & W.	336	56	280
L. & B.	62	8	54
M. & E.	220	15	205
N. Y. L. & W.	185	57	128
O. & S.	29	11	18
Sussex	9	0	9
S. B. & N. Y.	35	10	25
Utica Div.	51	26	25
Totals	944	190	754

Source	C&S	DL&W	L&B	M&E	Buff.	O&S	Susx	SBNY	Utica	Total
Baldwin		18	4	9						31
S. Boyden				2						2
Cooke		100	7	97	69		7	2		282
Dickson		90	7	46	51	1			2	197
Hinkley								12		12
Jersey City				5						5

Source	C&S	DL&W	L&B	M&E	Buff.	O&S	Susx	SBNY	Utica	Total
McQueen	1									1
N. J. Loco. Wks.		15		1						16
Norris & Son			3	3						6
O. J. Norris				1						1
P. O. Foundry Co.				1						1
Rhode Island				3						3
Rogers	4	21		9		7			1	42
Schenectady									8	8
Swinburne		1	2	1						4
Taunton		1								1
Winans		6								6
Own Shops		12	24	12	5			8	9	70
Other Divi. Shp.	1	9	1	2	3	2			1	19
Other Div. Trf.	7	56	8	15	57	11		10	26	190
Other Railroads	2	7	6	13		6	2	2	4	42
Uncertain	2					2		1		5
Totals	17	336	62	220	185	29	9	35	51	944

Locomotives Received From Other Railroads, Etc.

Except Other Divisions.

Road & No.	Name	Year Rec'd.	From	Builder	Date
B.&P. 1	Bangor	1879	M&E 24	D. C. & Co.	1864
B.&P. 3	Nazareth	1883	Bel-Del.	Baldwin (or PRR)	
C.&S. 4	Tunkhannock	1851-3	B&NYC	RK&G 266	1851
C.&S. 5	Cayuga	1851-3	B&NYC	RK&G 262	1851
D.L.&W. 1	Pioneer	1851	C&S	McQueen	1840
D.L.&W. 1	Spitfire	1851	P&R	Braithwaite	1838
D.L.&W. 1	Jos. Slocum	1870	OC&A 6	Cooke	1870
D.L.&W. 2	Ithaca	1851	C&S 4	RK&G 250	1851
D.L.&W. 89-5	B. H. Throop	1870	OC&A 5	Cooke	1870
D.L.&W. 7	Ira Tripp (WEDodge)	1871	O&M	Cooke	1871
D.L.&W. 23	Kittatinny	1875	D&H	Dickson	1870
D.L.&W. 122	Great Bend	1875	D&H 30	Dickson 70	1870
E&CNY 1	I. H. Palmer	1895-6	PW&B 21	Baldwin 2852	1872
E&CNY 2		1895-6	L. V.		
E&CNY 3	W. D. Tisdale	1895-6	PW&B 152	Baldwin 5469	1881
L&B. 5	Lyman Hakes	1855	P&R*	Norris & Son	
L&B. 12	Colonel Paxton	1862-3	Swatara	Baldwin 658	1855
L&B. 14	Civilizer	1863	No. Penn	Baldwin 450	1851

Road & No.		Name	Year Rec'd.	From	Builder	Date
L.&B.	15	Luzerne	1863	No. Penn	Baldwin 768	1857
L.&B.	18	Thomas Beaver	1863-4	SH&LR	Baldwin 1172	1863
L.&B.	—	Potomac**	1869	Unknown		
M.&E.	23	Sterling	1882	P&D 1	Baldwin	
M.&E.	27	Waterloo	1866	M&STP	Portland	1864
M.&E.	28	New Jersey	1866	M&STP	Portland	1864
M.&E.	57	Bloomfield	1868	N&B 1	N. J. L. W.	1858
M.&E.	83	Delawanna	1870	C. Dillon		
M.&E.	84	Kingsland	1870	C. Dillon		
M.&E.	85	Maplewood	1871	O&M	Cooke	1871
M.&E.	86	Harrison	1871	O&M	Rogers	1871
M.&E.	88	Ridgewood	1871	O&M	Cooke	1871
M.&E.	91	Hanover	1871	O&M	Cooke	1871
M.&E.	92	Roxbury	1871	O&M	Cooke	1871
M.&E.	93	Jefferson	1871	O&M	Cooke	1871
M.&E.	94	Totawa	1871	O&M	Cooke	1871
O.&S.	3		1894	S&B 3	Rome 328	1888
O.&S.	8	Thompson Kingsford	1870	OC&A 1	Cooke	1870
O.&S.	9	John Dunn	1870	OC&A 2	Cooke	1865
O.&S.	10	L. L. Kenyon	1870	OC&A 3	Cooke	1870
O.&S.	11	James Frazee	1870	OC&A 4	Cooke	1870
O.&S.	13	Normanskill	1875	D&H 31	Dickson 71	1871
Sussex	1	Aaron Peck***	1854	P.&Ramapo	RK&G 142	1848
Sussex	2	A. S. Hewitt***	1854	P.&Ramapo	RK&G 143	1848
S.B.&N.Y.	1	Marathon	1853	E&NE	Norris & Son	
S.B.&N.Y.	11	Apulia	1878	NYO&W	Baldwin	1872
Utica	3	Albany	1875	D&H 24	Dickson 54	1870
Utica	5	Binghamton	1875	D&H 25	Dickson 55	1870
Utica	10	No name in 1873	1871	O&M	Rogers	1870
Utica	11	Thomas C. Dow	1871	O&M	Rogers	1870

*May have been bought direct from Norris & Son.

**Captured from the South during the Civil War.

***Built for the Paterson & Ramapo. Bought from the Erie R. R.

It is also possible that L. & B. engines "Susquehanna", "Nanticoke", "Shawnee" and "Columbia", and M. & E. Nos. 46 to 50, inclusive, were received from other roads or sources other than direct from the builders.

Builders of Locomotives Received From Other Railroads

	C&S	DL&W	L&B	M&E	O&S	Susx	SBNY	Utica	Total
Baldwin			4	1			1		6
Braithwaite		1							1
Cooke				4	2				6
Dickson		2			1			2	5
N. J. L. W.				1					1
Norris & Son			1				1		2
Portland				2					2
Rogers	2	1		1		2		2	8
Rome					1				1
Not certain		3	1	4	2				10
Total	2	7	6	13	6	2	2	4	42

THE O. C. & A. LOCOMOTIVES

In 1870, the D. L. & W. purchased five 4-4-0's and one 2-6-0 from the Oil Creek & Alleghany R. R., their numbers 1 to 6. These engines were all 6′ gauge and were presumably bought direct from the O. C. & A. company. Nos. 1 to 4 were placed on the Oswego & Syracuse Division, becoming numbers 8 to 11, respectively. No. 5 became No. 89, and No. 6, the mogul, became No. 1, both on the Main Line. While the builder or builders of these locomotives is not definitely known, they are believed to be products of the Cooke Works. Available D. L. & W. records support this belief in the cases of Nos. 2 and 4 (457 and 426), and No. 5 appears to be a Cooke engine, in a photograph taken as No. 5, on the D. L. & W.

Nos. 426 and 457 were rebuilt to culm burners at the Utica Shops, in 1896. No. 457 is said to have been built in 1865. The others were probably built in 1870.

The subsquent history of these six locomotives is shown herewith.

OC&A No.	Received as	To	To	Disposition	
1	O.&S. No. 8	Utica No. 3, 1874	O&S No. 16, 1875	Scrapped	1889
2	O.&S. No. 9	Utica No. 4, 1874		To 457,	1899
3	O.&S. No. 10	Utica No. 5, 1874	O&S No. 15, 1875	Scrapped	1899
4	O.&S. No. 11	Utica No. 6, 1874		To 426,	1899
5	M. L. No. 89	M. L. No. 5, 1892		To 144,	1899
6	M. L. No. 1	Buff. No. 115, 1890		Scrapped	1899

THE OHIO & MISSISSIPPI R. R. LOCOMOTIVES

In 1871, a number of six-foot gauge locomotives were purchased from the O. & M. Since that road was changed from 6′ to standard gauge, in July, 1871, it is likely that these engines were sold in anticipation of the conversion.

Seven eight-wheelers of the above group were placed on the M. & E. Division, becoming Nos. 85, 86, 88, 91, 92, 93 and 94, and one became Main Line #7. It appears that this engine was temporarily named "Nanticoke", and was later changed to "Ira Tripp" and then to "W. E. Dodge". This engine was used for a number of years on passenger trains on the Bloomsburg Division, which could use either 6′ or standard gauge equipment as far south as Kingston.

In 1873, there were two Rogers 4-4-0's Nos. 10 and 11, and one Rogers mogul, No. 13, on the Utica Division. The first named are said to have been received from the O. & M., in 1871. The mogul was evidently received about this time, but, as it had been replaced by 1875, little is known about it, and whether it was also a former O. & M. engine is a question.

It is said that two O. & M. locomotives were placed on the O. & S. Division, but this is not confirmed. The O. & M. numbers of the engines involved are not known.

The subsquent history of these engines is shown herewith.

Received as		To	Disposition	
Main Line	# 7		Scrapped	1898
M. & E.	#85	Utica #7, 1874	To 459	1899
M. & E.	#86		To 436	1899
M. & E.	#88	Sold Pt. J. & M. #3, 1876.		
M. & E.	#91	Utica #15, 1874	To 425	1899
M. & E.	#92	Utica #8, 1874	Scrapped	1899
M. & E.	#93	Utica #16, 1874	To 428	1899
M. & E.	#94		To 127	1899
Utica	#10		To 429	1899
Utica	#11		To 460	1899
Utica	#13	Replaced 1875	?	

Nos. 425, 428, 429 and 460 were converted to culm burners at Utica Shops, in 1899, 1898, 1896 and 1893, respectively.

Roster of the roads included in the General Renumbering of May 15th, 1899

In preparing these records of the locomotives of the Lackawanna System it has seemed best to adopt a procedure differing from the usual method. The rosters of each of the roads whose engines were included in the general renumbering of May 15th, 1899, and those of the four lines acquired thereafter, are presented separately and in alphabetical order, the locomotives thereon being placed in numerical order, and where there was more than one engine of any given number they are listed chronologically.

Because of the unusual amount of renaming and renumbering, and the large number of interdivision transfers of locomotives, there is obviously too much information regarding many of the engines to place on a single line and, rather than break the continuity of the rosters with interlined data, certain items relating to the history of the engines are given in a table of "roster notes" at the end of each roster. These items are shown in the order in which the locomotives appear on the roster.

Duplication of data has been avoided as much as possible and, where an engine is listed as "from" another division, its details will be found by referring to the originating division or road.

In the consolidated roster, after the renumbering of 1899, the locomotives in service at that time are listed in groups of one hundred numbers, thus, 1-99, 100-199, etc. The roster of each group of 100 numbers is given in full, and is followed by a listing of the motive power which replaced the original engines in this number group.

It has been difficult to be wholly consistent regarding the measurement of driving wheel diameters. Earliest available records show that the D. L. & W. followed the procedure of the older railroads in stating this dimension in the usual manner, that is, the measurement over the tires. However, at a later date, probably in the 1860's, the practice of giving the measurement of driving wheel *centers* was adopted and retained until well into the 1900's, at which time the company reverted to the universal practice of giving the over-tire measurement.

It was the original intention to show the diameter of the driving wheel centers in all rosters prior to the 1899 renumbering. However, this has proved to be impracticable, since the records of some of the roads show one measurement and some the other, and the proper al-

lowance to be made for tires is problematical. This allowance for tire thickness is variable, especially in the case of the earlier locomotives. The following is quoted from Forney's "Catechism of the Locomotives", 1880, ". . . . . the American Railway Master Mechanics' Association has recommended that the inside diameter of tires should be made 36, 40, 50, 56 and 62 inches. The thickness for the first three sizes to be 3 in. and the last three 2½ in."

Records of early construction indicate that both 2½" and 3" tires were used in the 1870's and 1880's, but, by 1889, the 3½" tire had been placed on numerous D. L. & W. engines. It seems safe to state that an allowance of 6" is reasonable for tires on engines built from 1875 through 1887, and 7" thereafter. There is no fixed rule by which this can be governed. The 3½" tire has been standard for many years on the D. L. & W., although in 1916-17 tires 4" thick were applied to engines Nos. 176-185, in an attempt to increase mileage between tire turnings on these yard engines.

In the rosters which follow, some will show the diameter of centers, and others the outside diameter. The measurement given will be plainly stated in each individual roster. In the case of the consolidated roster, after the 1899 renumbering, a tire allowance of 7" is used uniformly, 7" having been added to the diameter of wheel centers as shown in the company records. This has been the customary allowance on this road for a number of years.

In the rosters showing the wheel center diameter there may be a few cases in which the outside diameter is known, but that of the center is in doubt. In such cases the letter "x", following the dimension figure indicates the over-tire measurement.

Similarly, some fractions of an inch have been dropped in recording some driving wheel diameters and in some cylinder diameters. Many of the former were given to the sixteenth of an inch, and cylinder diameters to the quarter-inch. In the interest of simplicity and due to space limitations, these fractions have been omitted in some cases and the dimension given to the nearest half-inch or inch.

There is no well marked division between the motive power of the old and new managements. The consolidation of equipment into a single numbering system took place in 1899, and it was in the same year that the first of the so-called "big" engines, so radically different from those of the Sloan era, were received. However, in both 1899 and 1900, the company shops constructed engines of the old vintage and, thus, there is an overlapping of the "old" and "new" equipment.

As it is desirable to select a date of division between the two, for the purpose of tabulating the data, the year 1899 seems to be the logical one to choose, although, as stated above, the dividing line is not clearly defined.

Other detailed information regarding the locomotives of the Lackawanna has appeared in Bulletins Nos. 43, 47, 50, and 70.

The following abbreviations are used throughout the rosters:

In the "Disposition" column, a date preceeded by the letter "c", as c1888, indicates the application of a wide firebox in that year.

CB Culm burning firebox, center cab.

Reb. Rebuilt

Ren. Renamed or renumbered.

Ret. Retired.

Sc Scrapped

So Sold

W After type (thus 0-6-0W) indicates wide firebox and center cab, except in the case of Nos. 1101-1140, which were built new with wide firebox and end cabs, and certain of the 900 and 1000 classes, which were rebuilt with end cabs and are separately noted.

Wr. Destroyed by wreck or boiler explosion.

X Over-tire measurement, where others in the same roster show diameter of wheel centers.

(The Ithaca & Owego R. R.)
The Cayuga & Susquehanna Railroad Co.
Cayuga Division.

The I. & O. R. R., the oldest part of the D. L. & W. System, was chartered January 28th, 1828. It extends from Ithaca to Owego, N. Y., about 34 miles, and was partly opened to traffic, April 1st, 1834, although the road was not completed until sometime later. The track was standard gauge, according to the annual report for 1833, which also mentions the proposed purchase of four locomotives. There is nothing to indicate that these engines were bought, except one named "Pioneer", which appears to have been placed in service in 1840.

The road encountered serious financial troubles early in its existence and was re-organized as the Cayuga & Susquehanna R. R., April 18th, 1843. In 1849, the Scrantons purchased control of the line, which was in a very dilapitated condition, and instituted a rebuilding program, whose main object was to change the track gauge to 6-foot, in order to interchange traffic with the broad gauge Erie, at Owego, and probably the eventual interchange of traffic and equipment with the broad gauge L. & W., via the Erie between Owego and Great Bend. This road, giving an outlet to the north, was leased by the D. L. & W., on May 1st, 1855.

The first, and perhaps only, engine of the I. & O. was a 4-2-0, built

by Walter McQueen, in 1840, and named "Pioneer". It was known as "Old Puff", was sold to the L. & W., in 1851, and was used in the construction of that road.

Following the leasing of the C. & S. by the D. L. & W., there was a considerable interchange of equipment between the two roads, as is indicated by the locomotive roster and the roster notes.

With the rehabilitation of the C. & S., four new American types were purchased from Rogers, Ketchum & Grosvenor, between 1849 and 1851, after which time no new locomotives were placed on this division. Its subsequent power, except for engines "Tunkhannock" and "Cayuga", was received from the D. L. & W., the L. & B. and the Utica Division.

Information concerning the locomotives of the C. & S. is scarce. Its No. 1, "W. R. Humphrey" was renamed "Lackawanna", probably about 1851, and engines "Tunkhannock" and "Cayuga" (both ten-wheelers) were purchased from the Buffalo & New York City R. R. A note on an old inventory of the D. L. & W. locomotives states that their (DL&W) first engines, "Lackawanna" and "Tunkhannock", were sold to the B. & N. Y. C., no date being given. It further says that there is no record of these engines having been sold direct to the C. & S. Both of these engines were 4-6-0's. It seems likely that they were bought from the B. & N. Y. C. by the C. & S., and that the "Tunkhannock" retained its name, but, as there was already a "Lackawanna" on the C. & S., the engine of that name purchased from the B. & N. Y. C. was renamed "Cayuga".

The roster shows OUTSIDE diameter of driving wheels.

No.	Name	Type	Builder	C/N	Date	Cyls.	DD	Weights OD	Weights Total	Disposition
1	Pioneer	4-2-0	W. McQueen		1840	9x16	48		7 T	So. 1851
1	W. R. Humphrey	4-4-0	R. K. & G.	196	1849	15x20	72		23½ T	Sc 1878
2	G. W. Scranton	4-4-0	R. K. & G.	197	1849	16x20	60		26 T	Sc 1878
2	Col. Wells	4-4-0	D. C. & Co.		1855	15x22	63	39900	60500	109*
3	Simeon DeWitt	4-4-0	R. K. & G.	211	1850	16x20	60		26 T	Sc 1878
3	Shawnee	4-4-0	D. C. & Co.		1855	15x22	63	39900	60500	108*
4	Ithaca	4-4-0	R. K. & G.	250	1851	15x20	72		23 T	So 1851
4	Tunkhannock	4-6-0	R. K. & G.	266	1851	18x20	60		33½ T	
4	Tunkhannock	0-6-0	?	?	?	?			?	
4	Tunkhannock	4-4-0	D. C. & Co.		1870	17x22	47			46*
5	Cayuga	4-6-0	R. K. & G.	262	1851	17x20	54		28 T	
5	Cayuga	4-4-0	Utica Shop		1873	17x24	62			142*
6	Pocono	4-6-0	D. C. & Co.		1853	17x24	54		33 T	
6	Musconetcong	4-6-0	R. L. & M. Co.	90	1857	x	56			
6	Ithaca	2-6-0	Dickson	186	1879	18x24	56			346*
7	Wyalusing	4-6-0	D. C. & Co.		1853	17x24	54		33 T	
7	Genesee	4-6-0	R. K. & G.	329	1852	17x24	56			390*

*To this number, May 15th, 1899.

"Pioneer". This engine was probably purchased from the I. & O. R. R. It was sold to the Leggett's Gap R. R. (L&W), in 1851,

where it carried the name "Pioneer".
"W. R. Humphrey". Renamed "Lackawanna", about 1851.
"Col. Wells" received from L. & B. R. R. #6, 1878.
"Shawnee" received from the L. & B. R. R. #3, 1878.
"Ithaca", #4, sold to Lackawanna & Western R. R., 1851.
"Tunkhannock", 4-6-0, see text.
"Tunkhannock", 0-6-0, not verified.
"Cayuga", #5, see text.
"Cayuga", 4-4-0, may have been Utica Division first #20.
"Pocono" bought from the D. L. & W., 1855.
"Musconetcong" received from D. L. & W. #61, 1870; returned to D. L. & W. #26, 1898, in exchange for
"Ithaca", #6, from D. L. & W. #26, 1898.
"Wyalusing" from D. L. & W., 1855. Returned to D. L. & W. #44, 1870.
"Genesee" from D. L. & W. #7, 1870.
L. & B. #203 was used on this division for some time.

NOTE: Nothing on company records indicates that new engines were constructed at the Ithaca Shops, by either the C. & S. or the D. L. & W. However, after the material for this bulletin went to press, information was received, in the form of quotations from Ithaca newspapers, reporting the building in 1875, and the completion in 1876, of a "bobtail" or switching engine at the Ithaca Shops, and stating that "it is to be named 'Tunkhannock', after the old one". This very probably refers to the rebuilding of the old ten-wheeler to an 0-6-0, and is erroneous in reporting as "built", what should have been correctly termed "rebuilt". For this reason, this engine is not included in the Summary Tables.

THE "MAIN LINE" LOCOMOTIVES

Although the D. L. & W. cannot be called one of the oldest American railroads, it began operations when railroads in general were less than twenty-five years old, and two lines which later became parts of the system, the I. & O. and the M. & E., rank with the real pioneer roads.

The products of many prominent locomotive builders of the day were represented in the road's early history, but the majority of its locomotives came from well established manufacturers, such as Rogers, Ketchum & Grosvenor, Danforth, Cooke & Co. and Baldwin. The Company shops at Scranton and Kingston produced a considerable number of the road's engines, and a distinct advantage of this ability to construct its own motive power was the opportunity to do experimental and research work, which otherwise would not have been possible.

Whether or not the locomotives bore road numbers in addition to their names, between 1851 and 1857, is a question at this time. Various sources show different numbers for an engine of a given name, and these

sources, generally annual reports, may have intended the numbers shown to be item or line numbers, rather than locomotive numbers.

However, the relation between names and numbers takes on no stability until 1857. It is apparent that, if the engines did bear road numbers prior to this date, there was a general renumbering in 1857. On the other hand, if road numbers were not used before that year, the practice was begun in 1857. It is true that drawings of locomotives built before that year are available, but the road numbers shown on such drawings are those used in later years. There is nothing to indicate that the first order of locomotives, three eight-wheelers and three ten-wheelers, were numbered from 1 to 6.

One instance, which would indicate that the numbers shown in the annual reports are line numbers, is seen in the case of engines "Niagara" and "Ontario", shown on the 1855 roster as Nos. 8 and 9. The engines are listed chronologically on this roster, with regard to their time of service on the road, the oldest being placed at the beginning of the list, and on this roster the "Niagara" is shown as being in service three years and six months, the "Ontario" as three years and seven months. On the 1856 roster, these engines appear as Nos. 9 and 8, placing them in correct order as to their length of service.

From the 1856 roster, it appears that there were 58 engines of record, and 55 numbers assigned to these 58 engines, in 1857. However, engine "Pioneer" was in use as a stationary engine, and the "Wyalusing" and "Pocono" were on the Cayuga Division, and were probably not considered in the assignment of numbers. By elimination of these three, there would remain 55 for the 55 numbers assigned. It seems reasonable to assume that the "Spitfire" was numbered 1, inasmuch as it was on the roster, although out of service, and the other 54 engines were numbered 2 to 55, not in the same order that they appear on the 1856 lists, but with some regularity. We have no record of an engine numbered 56, immediately after the numbering of 1857, but there may have been one. No. 57 was filled by the "Southport", built by D. C. & Co., in 1857, and No. 58, by the "Investigator", from the same builder, in March, 1857.

In the table which follows, the left hand column shows the line or item numbers of the locomotives shown in the 1856 annual report, and the right hand column the road numbers which were assigned to the engines listed in column 1, in 1857.

Line No. 1856	Road No. 1857	Line No. 1856	Road No. 1857	Line No. 1856	Road No. 1857	Line No. 1856	Road No. 1857
1	Out of use	9	6	17	15	25	23
2	1	10	7	18	14	26	22
3	3	11	5	19	16	27	24
4	9	12	On Cay Div.	20	17	28	25
5	4	13	On Cay Div.	21	18	29	26
6	2	14	11	22	19	30	29
7	10	15	12	23	20	31	27
8	8	16	13	24	21	32	28

Line No. 1856	Road No. 1857	Line No. 1856	Road No. 1857	Line No. 1856	Road No. 1857	Line No. 1856	Road No. 1857
33	30	40	37	47	45	54	52
34	31	41	38	48	46	55	53
35	32	42	39	49	47	56	54
36	33	43	40	50	48	57	44
37	34	44	41	51	49	58	55
38	35	45	42	52	50		
39	36	46	43	53	51		

Up to 1857, the following six locomotives had been disposed of and, of course, did not figure in the number assignment of that year.

Name	Type	Builder	C/N	Date	Remarks
Pioneer	4-2-0	McQueen		1840	Bought from I&O, 1851. Ret'd 1855
Lackawanna	4-6-0	R. K. & G.	262	1851	Sold B&NYC, 1851-3
Tunkhannock	4-6-0	R. K. & G.	266	1851	Sold B&NYC, 1851-3
Abington	4-4-0	R. K. & G.	287	1851	Sold, 1852
Wyalusing	4-6-0	D. C. & Co.		1853	Sold C&S, #7, 1855.
Pocono	4-6-0	D. C. & Co.		1853	Sold C&S, #6, 1855.

Based upon the foregoing, the first few numbered engines on the roster, as of 1857, would appear as follows, indicating that the numbers were assigned in order of the locomotives' construction date, in most cases.

No.	Name	Builder	Date	C/N
1	Spitfire	Braithwaite	1838	
2	Ithaca	R. K. & G.	1851	250
3	Wyoming	R. K. & G.	1851	281
4	Montrose	R. K. & G.	1851	282
5	Buffalo	R. K. & G.	1852	330
6	Niagara	R. K. & G.	1852	327
7	Genesee	R. K. & G.	1852	329
8	Ontario	R. K. & G.	1852	323
9	Capouse	R. K. & G.	1851	278
10	Keystone	Swinburne	1852	
11	Anthracite	D. C. & Co.	1854	
12	Moosic	D. C. & Co.	1854	

This chronological system was one often adopted by other railroads and was one which, in nearly every case, collapsed after a very few years in use.

The first locomotive used by the D. L. & W. was the "Pioneer", built by Walter McQueen, in 1840, and purchased from the Cayuga & Susquehanna R .R., where it was known as "Old Puff". On April 22nd, 1851, engine "Spitfire" was purchased from the P. & R. It is likely that these two engines were used principally for construction purposes, as an order for three 4-4-0's was received from Rogers, in 1851, in time to handle the road's first revenue traffic, on October 20th, 1851. There was a steady increase in the motive power from that year on, the roster of 1854 listing 19 engines, the roster of 1855 listing 26, and that of 1856 listing 58.

By this time, the 4-4-0 had been adopted as the standard type for passenger service, and the 4-6-0 for freight. A number of early 0-6-0's and some 2-6-0's the latter similar to the P. & R. "Pawnee" class, were converted to ten wheelers. Five Winans engines of the 0-8-0 type were placed in service in 1856, and which, with the exception of the "Carbon", were scrapped in 1859.

With the annual report of 1856, the publication of detailed locomotive data was discontinued, with the result that locomotive records for the late 1850's and 1860's are practically non-existent, and much of the rebuilding of this period is a matter of conjecture. From what can be ascertained from other sources, during these years the company did much experimental work, similar to that done on the P. & R., in adapting hard coal to locomotive use, so that, by 1871, there were only 14 wood-burners out of a total of 127 engines in service.

In 1869, the first company built engine was turned out of Scranton Shops, by Walter Dawson, M. M., who was a locomotive mechanic of exceptional ability. This engine, No. 102, was named "Walter Dawson", and was renamed "New York", in 1876. It was probably the first road engine to be converted by the D. L. & W. to a culm burner.

In 1870, the mogul type was tried out with apparently satisfactory results, becoming the standard freight type for many years. In fact, the 2-6-0's, which were a development of these early locomotives, were used almost exclusively for manifest service until replaced by the freight Pacifics, in 1913.

The change of gauge from 6′ to standard took place in 1876, and this occurrence caused much of the complexity of records of Lackawanna locomotives. The M. & E. and the Bloomsburg Divisions were the only major sections of the road having standard gauge, while the Main Line, O. & S., S. B. & N. Y., C. & S. and part of the Utica Division were all broad gauge. Preparations were made several years in advance for changing over the locomotives to standard gauge, without interruption to traffic. One of these was the placing of a filler block between the cylinders on new engines, which were built for some years prior to the change, and which blocks were removed when the engines were "narrowed down", thus permitting the use of the same cylinders.

The first major disruption in the otherwise orderly rosters of the Main Line and the various divisions came with this change of gauge, and an interchange of locomotives took place, which affected the motive

power of practically every division. Reference to the rosters will verify this.

The 1880's saw the adoption of the wide firebox, for burning fine anthracite and the subsequent rebuilding of many narrow firebox engines to culm burners. This conversion, together with the high standard of maintenance effected by able master mechanics, resulted in years of locomotive service far in excess of the average. During this decade, the naming of locomotives was discontinued, although a number continued to carry their names until late in the 1890's.

The renaming of locomotives accounted to some extent for the many roster changes. The earliest was the removal of President Drake Mill's name from No. 27, when Mr. Mills retired from presidency of the road. There were a number of instances where the name of an official or of a director was transferred from a freight engine to one in passenger service. Civil War patriotism caused several locomotives to be renamed for famous generals of that period, and two engines, one on the Main Line and one on the Bloom, each bearing the name of a prominent company official, were renamed when the said official gained some unpleasant notoriety!

Further complication of the records followed in the 1890's. In 1892, considerable renumbering took place when passenger engines, which had been scattered throughout the numbering series, were grouped in Nos. 1 to 10, 180 to 189 and 240 to 247.

In 1898, there was a general shuffling about of power, whose chief aim seems to have been to get eight culm-burning moguls, only six years old, from the Buffalo Division to the Main Line, in exchange for engines of a much older vintage.

The Bloom Division was involved in this interchange, sending seven 19″ x 24″ moguls, having 52″ diameter drivers, to the Buffalo Division, and receiving seven 18″ x 24″ moguls, with 57″ wheels. In this transaction, the Bloom lost heavily, for, not only did they give up their excellently maintained locomotives in exchange for the Main Line "junkers", but the ones received were of materially lower tractive effort.

In this last decade of the nineteenth century, the new locomotives assumed larger proportions. The ten-wheeler was revived in response to a demand for increased power, and 20″ diameter cylinders, which had been used on consolidations since 1879, were applied to passenger engines, in 1898. The merger of the motive power of the various divisions into one numbering and classification system was the first step of the "new" management and took place May 15th, 1899, ending an era of railroading that had been marked by individual enterprise and accomplishment. From that time on, motive power was mostly a case of mass production.

The management, which succeeded the 33-year regime of Sam Sloan, directed its attention at once to the locomotives, ordering larger engines

and in greater numbers than had been done theretofore, and disposing of the small engines in equally large numbers. At that time, 1900 through 1903, there was a ready market for second-hand locomotives, and quite a few of the old ones of the D. L. & W. found their ways to smaller roads. As a matter of interest several sales, selected at random, are listed herewith, showing what seem to be exceptionally high prices for used engines, especially in view of the age of some of those involved.

Road No.	Built	S. P.	Sold to
121	1863	2527.00	
214	1857	7000.00	S. D. & M. L. R. R. Reb. 1897.
244	1873	3600.00	Westinghouse, Church, Kerr Co.
339	1881	4750.00	Copper Range R. R.
511	1880	4500.00	Lacka. I. & S. Co.

In the roster of Main Line engines, which follows, the diameter of drivers shown is of wheel centers, except those marked with "x", immediately following the wheel measurement. These denote outside diameters.

Many of the early six-wheel connected engines (0-6-0) were changed to the 4-6-0 type, within a very few years after being placed in service, as a result of the successful performance of the ten-wheeler. The dates of the changes from 0-6-0 to 4-6-0 wheel arrangements are not of record, but the changes presumably took place in the late 1850's. As this conversion may not be noted elsewhere in the roster, it is mentioned here as an explanation of why some locomotives are listed as 0-6-0's, and appear in other parts of the roster as 4-6-0's.

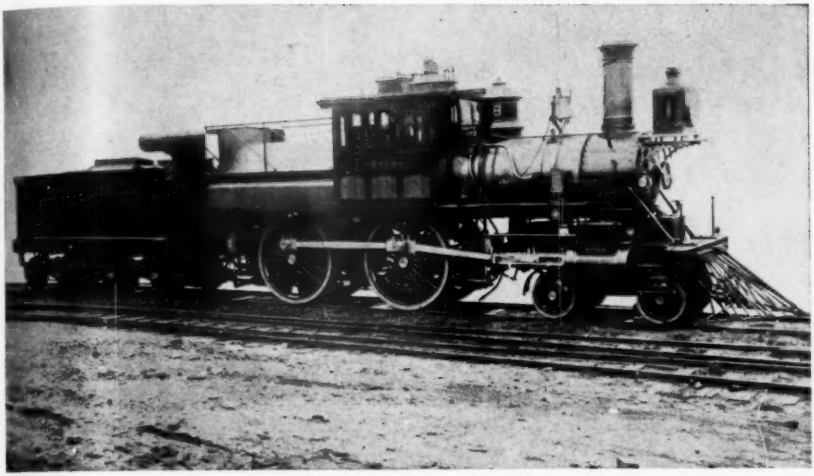
THE MAIN LINE

Nos. 1 to 248.

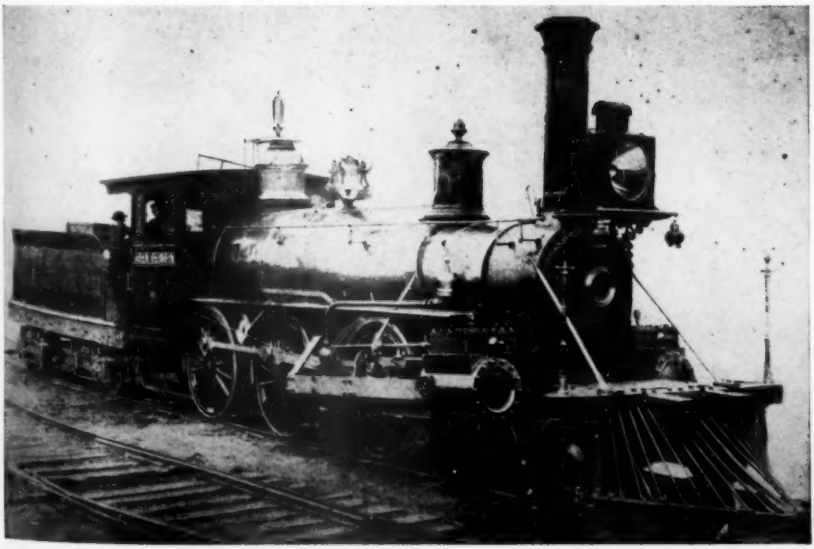
Note: In Disposition column, number with* is the 1899 renumbering.

The following six locomotives were disposed of before 1857, and probably were never numbered.

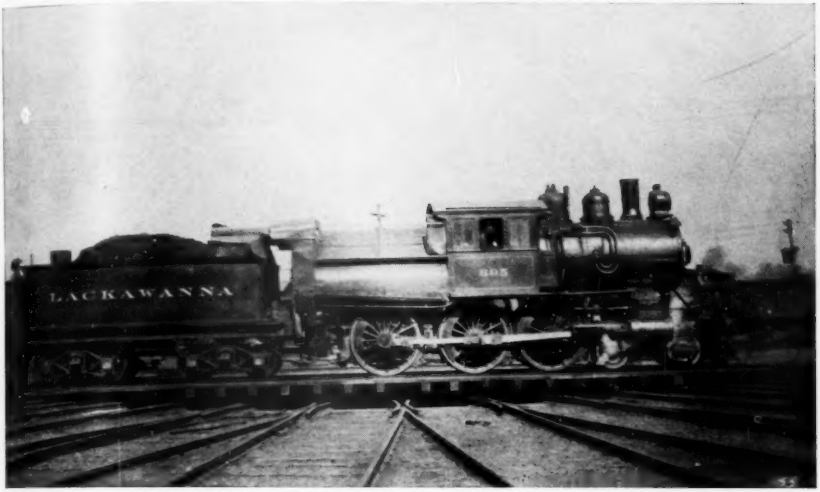
No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
—	Pioneer	4-2-0	McQueen		1840	9x16	48x	7T	Ret'd 1855
—	Lackawanna	4-6-0	R.K.&G.	262	1851	18x20	77x	28T	So. B&NYC 1851-3
—	Tunkhannock	4-6-0	R.K.&G.	266	1851	18x20	77x	33.5T	So. B&NYC 1851-3
—	Abington	4-4-0	R.K.&G.	287	1851	16x20	66x	29T	So. 1852
—	Wyalusing	0-6-0	D.C.&Co.		1853	17x24	54x	32.75T	To C&S 7 1855
—	Pocono	0-6-0	D.C.&Co.		1853	17x24	54x	32.75T	To C&S 6 1855



D. L. & W. 88. Scranton Shops, 1889. To 2 and 465.

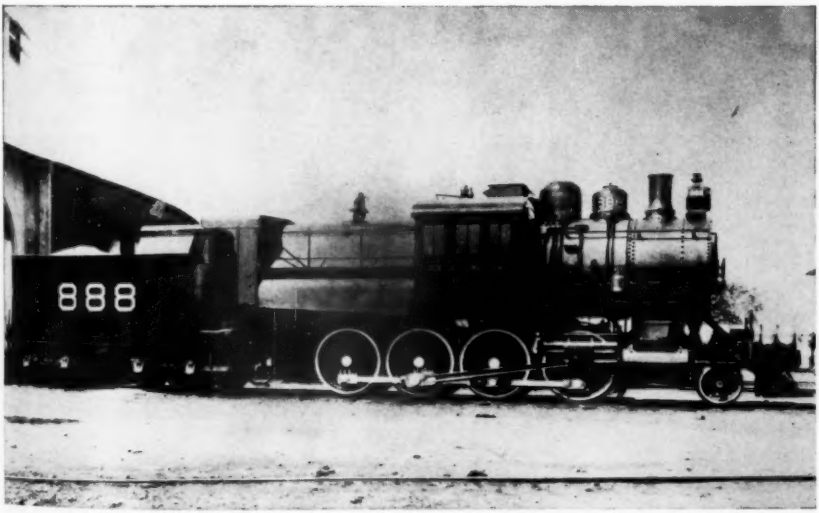


D. L. & W. 38. Dickson Mfg. Co. No. 1, 1863. To 370.

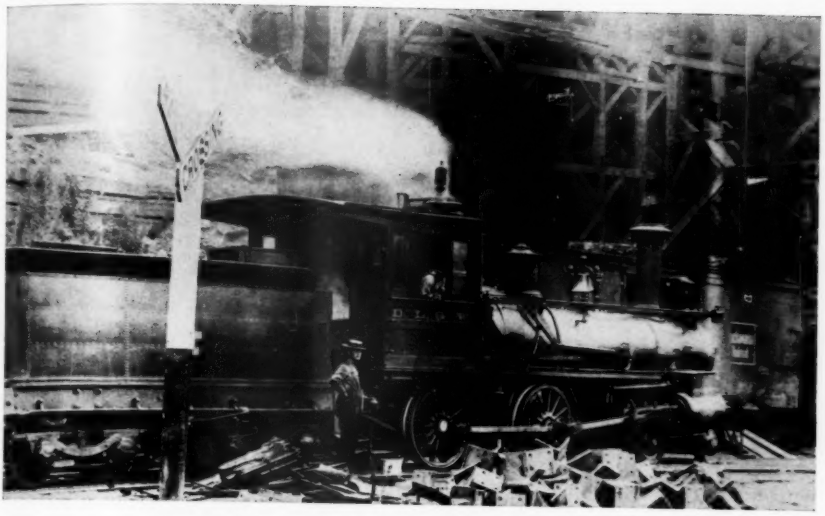


Courtesy of C. B. Chaney

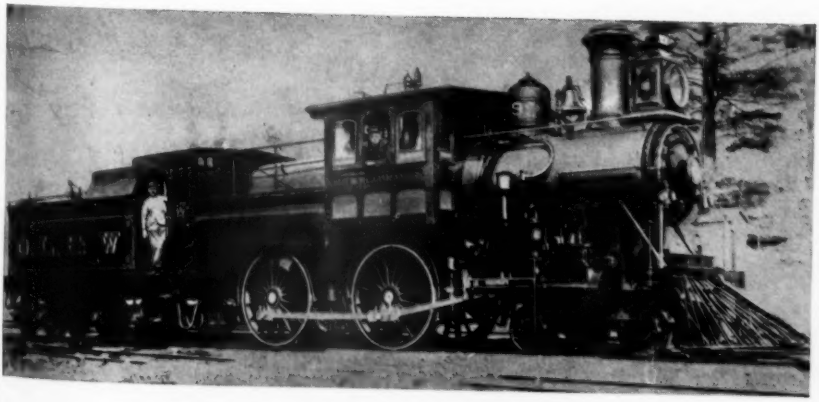
D. L. & W. 695. Formerly 247. Kingston Shops, 1894.



Dave Brown's "888". Scranton Shops 1899. To 854.



D. L. & W. 4. ex-Cayuga & Susquehanna 4. D. C. & Co.



D. L. & W. 9. Rebuilt Scranton, 1895. To 458.

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
1	Spitfire	0-4-0	Braithwaite		1838	10½x16	42x	9T	So 1859
1	Jos. Slocum	2-6-0	Fr. OC&A	6	1870	18x24	51		To Buff 115 1890
1		2-6-0W	Dickson	839	1891	19x24	56	120700	To 11 1892
1	Col. Scranton		Fr. 60		1892				c1898 466*
2	Ithaca	2-6-0	Fr. C&S	4	1851				Sc 1876
2	W. K. Niver	2-6-0	Baldwin	3904	1876	18x24	51		To SBNY 2 1877
2	Ithaca	2-6-0	Dickson	186	1879	18x24	51		To 26 1892
2		4-4-0W	Fr. 88		1892				465*
3	Wyoming	4-4-0	R.K.&G.	281	1851	16x20	66x		To O&S 7 1869
3	Experiment		Fr. 44		1870				Sc 1879
3	Abington	2-6-0	Dickson	187	1879	18x24	51		To 28 1892
3	John Brisbin	4-4-0	Fr. 66		1892				420*
4	Montrose	4-4-0	R.K.&G.	282	1851	16x20	66x		c1889 467*
5	Buffalo	4-6-0	R.K.&G.	330	1852	17x24	54x		To 37 1892
5	B. H. Throop	4-4-0	Fr. 89		1892				144*
6	Niagara	4-6-0	R.K.&G.	327	1852	17x24	54x		To 60 1892
6	Thos. Dickson	4-4-0	Fr. 127		1892				c1897 455*
7	Genesee	4-6-0	R.K.&G.	329	1852	17x24	54x		To C&S 7 1870
7	Nanticoke						On road		9-30-1871
7	Ira Tripp	4-4-0	Fr. O. & M.		1871	17x24	56		Sc 1898
7		4-6-0W	Scranton		1898	20x26	62½	150000	697*
8	Ontario	4-6-0	R.K.&G	323	1852	17x24	54x		To 66 1892
8	Walt. Dawson	4-4-0	Fr. 134		1892				c1896 920*
9	Capouse	4-6-0	R.K.&G.	278	1851	18x20	77x		Sc 1869
9	Capouse	0-6-0	Dickson	47	1869	17x22	41		To 88 1892
9	W. F. Hallstead	4-4-0	Fr. 135		1892				c1895 458*
10	Keystone	4-6-0	Swinburne		1852	18x20	48x		To 89 1892
10		4-4-0	Fr. 147		1892				969*
11	Anthracite	2-6-0	D.C.&Co.		1854	17x24	44		To 94 1892
11		2-6-0W	Fr. 1		1892				516*
12	Moosic	0-6-0	N.J.L.W.		1854				On road 9-30-1871
12	G. Bogart	2-6-0	Baldwin	3903	1876	18x24	51		To 106 1892
12		2-6-0W	Fr. 26		1892				517*
13	Lackawanna	0-6-0	D.C.&Co.		1854	17x24	54x		Sc 1874
13	Lackawanna	2-6-0	Dickson	150	1874	18x24	51		To 109 1892
13		2-6-0W	Fr. 28		1892				518*
14	Tobyhanna	0-6-0	N.J.L.W.		1854	17x24	42		To 127 1892
14		2-6-0W	Fr. 37		1892				519*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
15	Susquehanna	2-6-0	D.C.&Co.		1854	17x24			Sc 1876
15	W. H. Christman	2-6-0	Baldwin	3905	1876	18x24	51		To 143 1892
15		4-6-0W	Scranton		1893	20x24	56		692*
16	Carbon	0-8-0	Winans		1854	15x20	45	70000	Sc 1878
16	Carbon	2-6-0	Dickson	188	1879	18x24	51		To 144 1892
16		4-6-0W	Baldwin	13114	1892	14/24x24	56		693*
17	Lehigh	0-6-0	N.J.L.W.		1855	18x24	42	68100	To 147 1892
17		4-6-0W	Cooke	2250	1893	21/30x26	56½"		699*
18	Samson	0-6-0	D.C.&Co.		1855	17x22	41		49*
19	Wilkes-Barre	0-6-0	N.J.L.W.		1855				To Ut. 20 1874
19	R. F. Mix	2-6-0	Baldwin	3906	1876	18x24	51		To SBNY 9 1878
19	Wilkes-Barre	2-6-0	Dickson	189	1879	18x24	51		348*
20	Plymouth	4-4-0	N.J.L.W.		1855				To Utica 12 1872
20	Hampton	0-4-0	Dickson	98	1872				To Utica 13 1885
20		0-4-0	Fr. Utica	13	1885				To Coal Dept 1896
21	Hercules	0-6-0	D.C.&Co.		1855	17x22	41		c1880 Wr 1899
22	Super'dent	0-6-0T	D.C.&Co.		1855	17x22	41		50*
23	Kittatinny	0-6-0	R.K.&G.	608	1855	18x22	42		Sc 1873
23	Kittatinny	2-6-0	Dickson		1870	18x24	51		To Bloom 23 1898
23		2-6-0W	Fr. Buff	87	1898				640*
24	Delaware	4-6-0	D.C.&Co.		1856	18x24	42		c1894 239*
25	New York	0-6-0	N.J.L.W.		1856	18x24	42		Sc 1876
25	Jas. Buchanan	2-6-0	Baldwin	3908	1876	18x24	51		To SBNY 8 1878
25	Law. Turnure	2-6-0	Fr. M&E	99	1879				c1894 240*
26	Analomink	4-6-0	R.K.&G.	658	1856	18x22	42	61400	To Buff 117 1890
26		2-6-0W	Dickson	840	1891	19x24	56		To 12 1892
26	Ithaca	2-6-0	Fr. 2		1892				To C&S 6 1898
26		4-6-0	Fr. C&S	6	1898				c1898 211*
27	Drake Mills	0-6-0	N.J.L.W.		1856	18x24	42	68100	c1899 409*
28	Pennsylvania	0-6-0	N.J.L.W.		1856	18x24	42	68100	To Buff 116 1890
28		2-6-0W	Dickson	841	1891	19x24	56		To 13 1892
28	Abington	2-6-0	Fr. 3		1892				349*
29	Aquanshicola	4-6-0	R.K.&G.	667	1856	18x24	42	61400	So 5-3-99
30	Meenesink	4-6-0	R.K.&G.		1856	18x22	42	61400	Sc 1874
30	Meenesink	2-6-0	Dickson	149	1874	18x24	51		c1898 212*
31	Indiana	0-6-0	D.C.&Co.		1856				Sc 1879
31	Indiana	0-6-0	Scranton		1881	17x22	41		60*
32	Maryland	0-8-0	Winans		1856	15x20	45	70000	Sc 1859

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
32	Drake Mills	4-6-0	D.C.&Co.		1862	18x24	51		c1895 232*
33	Pohatcong	4-6-0	R.K.&G.		1856	18x22	42	61400	Sc 1876
33	Pohatcong	2-8-0	Danforth	1085	1879	20x24	45		c1888 732*
34	Virginia	0-8-0	Winans		1856	15x20	45	70000	Sc 1859
34	Pocono	2-6-0	Dickson	48	1870	18x24			To SBNY 11 1879
34	Pocono	2-8-0-	Fr. SBNY	11	1879				c1893 745*
35	Ohio	0-6-0T	D.C.&Co.		1856	17x22	41		51*
36	Oregon	0-6-0	N.J.L.W.		1856	18x24	42	68100	Wr 3-18-99
37	California	0-6-0	N.J.L.W.		1856	18x24	42	68100	To Buff 118 1890
37		2-6-0W	Dickson	842	1891	19x24	56		To 14 1892
37	Buffalo	4-6-0	Fr. 5		1892				369*
38	Vermont	0-8-0	Winans		1856	15x20	45	70000	Sc 1859
38	John Brisbin	4-6-0	Dickson	1	1863	18x24	51		370*
39	Illinois	0-6-0	D.C.&Co.		1856				Sc 1879
39	Illinois	0-6-0	Scranton		1881	17x22	41		38*
40	Meshoppen	4-6-0	R.K.&G.		1856	18x22	42	61400	Sc 1876
40	Meshoppen	2-8-0	Danforth	1086	1879	20x24	45		733*
41	Phelps	0-6-0	N.J.L.W.		1856				Sc 1879
41	Nay Aug	2-8-0	Danforth	1087	1879	20x24	45		c1886 704*
42	Connecticut	0-8-0	Winans		1856	15x20	45		Sc 1859
42	Geo. Bulkley	4-6-0	D.C.&Co.		1862	18x24	51		261*
43	Black Hawk	0-6-0	D.C.&Co.		1856	18x24	42		206*
44	Experiment	0-6-0	N.J.L.W.		1856				To 3 1870
44	Wyalusing	4-6-0	Fr. C&S	7	1870				c1899 403*
45	Choconut	4-6-0	R.K.&G.	694	1856	18x22	42	61400	To L&B 231 1898
45		2-6-0W	Fr. Buff	88	1898				657*
46	Michigan	0-8-0	Winans		1856	15x20	45	70000	Sc 1859
46	Chas. Marshall	4-6-0	Dickson	2	1863	18x24	51		c1896 219*
47	Industry	0-6-0	N.J.L.W.		1856	18x24	50		To Utica 2 1874
47	Robt. McKenna	2-6-0	Baldwin	3909	1876	18x24	51		c1898 202*
48	Economy	0-6-0	N.J.L.W.		1856				To O&S 17 1876
48	Fred Gibbens	2-6-0	Baldwin	3916	1876	18x24	51		371*
49	Success	0-6-0	N.J.L.W.		1856				To O&S 18 1876
49	Fred F. Chambers	2-6-0	Baldwin	3917	1876	18x24	51		c1896 223*
50	Pequest	4-6-0	R.K.&G		1856	18x22	42	61400	Sc 1876
50	R. G. Rolston	2-6-0	Baldwin	3922	1876	18x24	51		c1895 233*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
51	Frugality	0-6-0	D.C.&Co.		1856	17x22	41		52*
52	Water Gap	0-6-0	D.C.&Co.		1856	17x22	41		45*
53	Roaring Brook	4-6-0	R.K.&G.		1856	18x22	42		Sc 1879
53	Roaring Brook	2-8-0	Danforth	1088	1879	20x24	45		c1886 702*
54	Wind Gap	0-6-0	D.C.&Co.		1856	17x22	41		47*
55	Vaas Gap	0-6-0	D.C.&Co.		1856	17x22	41		Sc 1879
55		2-6-0	Fr. Buff	40	1882				To Buff 65 1886
55		4-4-0	Fr. Buff	65	1886				To M&E 145 1891
55		2-6-0W	Dickson	845	1891	19x24	51		612*
56	James Brown	4-6-0	D.C.&Co.		1859	17x24	48		c1886 268*
57	Southport	4-4-0	D.C.&Co.		1857	17x22	60		To M&E 29 6-89
57	Southport	4-4-0	Fr. M&E	29	10-1889				To M&E 146 1891
57		2-6-0W	Dickson	846	1891	19x24	51		615*
58	Investigator	4-6-0	D.C.&Co.		1857	17x24	40		391*
59	Decision	4-6-0	D.C.&Co.		1857	17x24	40		169*
60	Col. Scranton	4-4-0	D.C.&Co.		1857	17x22	60		c1890 To 1 1892
60	Niagara	4-6-0	Fr.	6	1892				c1898 408*
61	Musconetcong	4-6-0	Rogers	90	1857	18x24	48	72000	To C&S 6 1870
61	Stroudsburg	2-6-0	Scranton		1872	18x24	51		To L&B 232 1898
61		2-6-0W	Fr. Buff	90	1898				658*
62	Shesequin	4-6-0	Rogers		1857	18x24	48	72000	Sc 1876
62	Thos Thatcher	2-6-0	Baldwin	3923	1876	18x24	51		372*
63	Monocanock	4-6-0	D.C.&Co.		1857	18x24	48	72000	c1890 258*
64	C. R. Roberts	4-6-0	D.C.&Co.		1857	18x24	48		373*
65	W. S. Wetmore	4-6-0	D.C.&Co.		1857	18x24	48		c1897 214*
66	Fairfield	4-4-0	Taunton	233	1857	17x22	54		To 3 1892
66	Ontario	4-6-0	Fr.	8	1892				c1897 224*
67	Moses Taylor	4-6-0	D.C.&Co.		1860	17x24	48		c1895 234*
68	John E. Williams	4-6-0	D.C.&Co.		1860	17x24	48		c1893 245*
69	John I. Blair	4-6-0	D.C.&Co.		1860	17x24	48		c1893 246*
70	John J. Phelps	4-6-0	D.C.&Co.		1860	17x24	48		c1898 263*
71	Geo. N. Miller	4-6-0	D.C.&Co.		1861	17x24	48		374*
72	Union	0-6-0	D.C.&Co.		1861	17x22	41		53*
73	W. E. Dodge	4-6-0	D.C.&Co.		1861	17x24	48		375*
74	Henry Young	4-6-0	Dickson	3	1863	18x24	51		c1896 225*
75	Sam Sloan	4-6-0	Dickson	5	1864	18x24	51		376*
76	S. B. Chittenden	4-6-0	Dickson	6	1864	18x24	51		c1898 204*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
77	R. R. Graves	4-6-0	Dickson	8	1864	18x24	51		c1897 215*
78	Chas. Danforth	4-6-0	D.C.&Co.		1865	18x24	51		c1899 404*
79	J. J. Albright	4-6-0	Dickson	14	1865	18x24	51		c1895 235*
80	D. S. Dickinson	4-6-0	Dickson	15	1865	18x24	51		377*
81	Lowell Holbrook	4-6-0	D.C.&Co.		1865	18x24	51		378*
82	Watts Cooke	4-6-0	D.C.&Co.		1865	18x24	51		c1896 226*
83	Percy R. Pyne	4-6-0	D.C.&Co.		1865	18x24	51		379*
84	George Bliss	4-6-0	D.C.&Co.		1865	18x24	51		c1898 205*
85	A. Lincoln	4-6-0	D.C.&Co.		1865	18x24	51		To Buff 122 1890
85		2-6-0W	Dickson	847	1891	19x24	51		616*
86	Jas. Archbald	4-6-0	Dickson	16	1865	18x24	51		380*
87	John J. Phelps	4-4-0	D.C.&Co.		1865	18x22	57½		To M&E 87 1871
87	Hyde Park	0-6-0	Dickson	99	1872	17x22	41		Sc 1899
88	Moses Taylor	4-4-0	D.C.&Co.		1865	18x24	62		To M&E 26 1889
88		4-4-0W	Scranton		1889	18x24	62		To 2 1892
88	Capouse	0-6-0	Fr. 9		1892				54*
89									
89	B. H. Throop	4-4-0	Fr. OC&A	5	1870	17x24	56		To 5 1892
89	Keystone	4-6-0	Fr. 10		1892				381*
90	Ed. Minturn	4-6-0	D.C.&Co.		1866	18x24	51		To Buff 119 1890
90		2-6-0W	Dickson	848	1891	19x24	51		617*
91	J. H. Scranton	4-6-0	D.C.&Co.		1866	18x24	51		382*
92	Gov. Curtin	4-6-0	D.C.&Co.		1866	18x24	51		383*
93	Gov. Geary	4-6-0	D.C.&Co.		1866	18x24	51		c1886 216*
94	Gov. Packer	4-6-0	D.C.&Co.		1866	18x24	51		To Buff 114 1890
94	Anthracite	4-6-0	Fr. 11		1892				c1894 241*
95	Gen. Kearney	4-6-0	Dickson	21	1867	18x24	51		384*
96	Gen. Meade	4-6-0	Dickson	22	1867	18x24	51		385*
97	Gen. Burnside	4-6-0	Dickson	23	1867	18x24	51		c1897 217*
98	Continental	0-6-0	D.C.&Co.		1867	17x22	41		55*
99	Diamond	0-6-0	D.C.&Co.		1867	17x22	41		56*
100	Elizabethport	0-4-0	D.C.&Co.		1867	15x22	41		To Utica 13 1875
100	Ajax	2-8-0	Baldwin	3898	1876	20x24	45		c1893 705*
101	Syracuse	0-4-0	D.C.&Co.		1867	15x22	41		To SBNY 1 1879
101	Vulcan	2-8-0W	Danforth	1140	1880	20x24	45		727*
102	Walt. Dawson	4-6-0	Scranton		1869	18x24	51		c1880/1 350*
103	Isaac Bell	4-6-0	D.C.&Co.		1868	18x24	51		386*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
104	J. J. Astor	4-6-0	D.C.&Co.		1869	18x24	51		387*
105	Geo. F. Tolman	4-6-0	D.C.&Co.		1869	18x24	51		So 5-3-99
106	M. H. Grinnell	4-6-0	D.C.&Co.		1869	18x24	51		To Buff 120 1890
106		2-6-0	Fr. 12		1892	18x24			388*
107	PH Vandervoort	4-6-0	D.C.&Co.		1869	18x24	51		351*
108	Robt. S. Hone	4-6-0	D.C.&Co.		1869	18x24	51		352*
109	Ahwaga	0-6-0	Dickson	46	1869	18x24			To O&S 14 1875
109	Hector	2-8-0	Baldwin	3900	1876	20x24	45		To Buff 113 1890
109	Lackawanna	2-6-0	Fr. 13		1892				392*
110	Denning Duer	4-6-0	D.C.&Co.		1870	18x24	51		c1895 229*
111	W. F. Hallstead	4-6-0	D.C.&Co.		1870	18x24	51		c1886 267*
112	G. W. B. Cushing	4-6-0	D.C.&Co.		1870	18x24	51		357*
113	W. R. Storrs	4-6-0	D.C.&Co.		1870	18x24	51		c1885 272*
114	Oswego	4-6-0	D.C.&Co.		1870	18x24	51		353*
115	Binghamton	4-6-0	D.C.&Co.		1870	18x24	51		356*
116	E. R. Holden	2-6-0	D.C.&Co.		1870	18x24	51		358*
117	D. T. Bound	2-6-0	D.C.&Co.		1870	18x24	51		359*
118	James Blair	2-6-0	D.C.&Co.		1870	18x24	51		360*
119	Wm. B. Phelps	2-6-0	D.C.&Co.		1870	18x24	51		c1887 362*
120	J. C. Platt	2-6-0	Dickson	61	1870	18x24	51		c1896 222*
121	Wm. W. Phelps	2-6-0	Dickson	62	1870	18x24	51		364*
122	G. F. Thompson	2-6-0	Dickson	63	1870	18x24	48		To Utica 17 1872
122	Great Bend	2-6-0	Dickson	70	1871	18x24	51		To Utica 17 1875
122	Milo	2-8-0	Baldwin	3901	1876	20x24	45		c1897 701*
123	Daniel James	2-6-0	Dickson	64	1870	18x24	51		c1895 231*
124	Greene	2-6-0	Dickson	65	1870	18x24	51		To Utica 18 1874
124	Achilles	2-8-0	Baldwin	3902	1876	20x24	45		c1889 703*
125	Oxford	2-6-0	Dickson	66	1871	18x24	51		To L&B 230 1898
125		2-6-0W	Fr. Buff	125	1898				606*
126	E. F. Holden	4-4-0	Danforth	726	1871				To SBNY 15 1871
126	Bellevue	0-6-0	Dickson	100	1872	17x22	41		57*
127	P. El'f Sloan	4-4-0	Danforth	727	1871				To SBNY 16 1871
127	Thomas Dickson	4-4-0	Scranton		1871	18x24	62		To 6 1892
127	Tobyhanna	4-6-0	Fr. 14		1892				c1892 249*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
128	John Steward	2-6-0	Dickson	73	1871	18x24	51		To L&B 228 1898
128		2-6-0W	Fr. Buff.	128	1898				607*
129	City Bank	2-6-0	Dickson	74	1871	18x24	51		366*
130	Ben. Cartwright								
		2-6-0	Dickson	75	1871	18x24	51		To Utica 19 1874
130	Goliath	2-8-0	Baldwin	3911	1876	20x24	45		c1889 734*
131	Utica	2-6-0	Dickson	76	1871	18x24	51		To SBNY 17 1872
131	Wm. Henry	2-6-0	Dickson	148	1873	18x24	51		c1898 209*
132	Moscow	2-6-0	Dickson	151	1874	18x24	51		c1897 210*
133	Portland	2-6-0	Dickson	152	1874	18x24	51		c1896 221*
134	W. Dawson	4-4-0	Baldwin	3892	1876	18x24	62		To 8 1892
134		2-6-0	Fr.	180	1892				To Buff 87 1898
134		2-6-0W	Fr. Buff	126	1898				608*
135	W. F. Hallstead								
		4-4-0	Baldwin	3895	1876	18x24	62		To 9 1892
135		2-6-0	Fr.	181	1892				To Buff 88 1898
135		2-6-0W	Fr. Buff	127	1898				609*
136	Trajan	2-8-0W	Cooke	1141	1880	20x24	45		728*
137	Jason	2-8-0W	Cooke	1142	1880	20x24	45		729*
138	Hannibal	2-8-0W	Cooke	1143	1880	20x24	45		730*
139	Archimedes	2-8-0W	Cooke	1144	1880	20x24	45		731*
140	Nicholson	2-6-0	Dickson	253	1880	18x24	51		To Buff 99 1889
140		2-6-0W	Dickson	698	1889	19x24	51		622*
141	Factoryville	2-6-0	Dickson	254	1880	18x24	51		To L&B 227 1898
141		2-6-0W	Fr. Buff	129	1898				610*
142	Dalton	2-6-0	Dickson	255	1880	18x24	51		To L&B 229 1898
142		2-6-0W	Fr. Buff	130	1898				613*
143	Sprague ville	2-6-0	Dickson	256	1880	18x24	51		To Buff 121 1890
143		2-6-0	Fr.	15	1892				367*
144	Bridgeville	2-6-0	Dickson	257	1880	18x24	51		To Buff 107 1889
144	Carbon	2-6-0	Fr.	16	1892				347*
145		2-6-0W	Scranton		1882	19x24	51		668*
146		2-6-0W	Scranton		1882	19x24	51		669*
147		2-6-0	Fr. Buff	41	1882				To Utica 21 1888
147		4-4-0	Fr. Utica	21	1888				To 10 1892
147	Lehigh	4-6-0	From	17	1892				c1894 238*
148		2-6-0	Fr. Buff	42	1882				To Buff 69 1886
148		2-6-0T	Fr. Buff	69	1886				To Buff 78 1886
148		4-4-0	Fr. Buff	78	1886				To 180 1892
148		2-8-0W	From	246	1893				706*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
149		2-6-0	Fr. Buff	43	1882				To Buff 97 1888
149		2-6-0W	Syracuse		1889	19x24	51		623*
150		2-6-0	Fr. Buff	44	1882				To Buff 100 1889
150		2-6-0W	Dickson	699	1889	19x24	51		624*
151		2-6-0	Fr. Buff	45	1882				To Buff 66 1886
151		4-4-0	Fr. Buff	66	1886				To M&E 12 1888
151		2-6-0W	Dickson	708	1889	19x24	51		625*
152		2-6-0	Fr. Buff	46	1882				To Buff 101 1889
152		2-6-0W	Dickson	700	1889	19x24	51		626*
153		2-6-0	Fr. Buff	47	1882				To Buff 102 1889
153		2-6-0W	Dickson	701	1889	19x24	51		627*
154		2-6-0	Fr. Buff	48	1882				To Buff 103 1889
154		2-6-0W	Dickson	702	1889	19x24	51		628*
155		2-6-0	Cooke	1250	1882	18x24	51		To Buff 104 1889
155		2-6-0W	Dickson	703	1889	19x24	51		629*
156		2-6-0	Fr. L&B	228	1883				To Buff 90 1898
156		2-8-0W	Fr. Buff	113	1898				735*
157		4-4-0	Fr. Buff	14	1883				To 181 1892
157		2-8-0W	From	247	1894				707*
158		4-4-0	Fr. Buff	15	1883				To 182 1892
158		2-8-0W	Fr.	248	1894				708*
159		2-6-0	Dickson	452	1883	19x24	51		To Buff 89 1888
159		2-6-0W	Fr. Buff	89	1888				641*
160		2-6-0	Dickson	453	1883	19x24	51		To Buff 83 1885
160		2-8-0	Fr. Buff	83	1885				To Buff 91 1888
160		2-6-0W	Dickson	644	1888	19x24	51		642*
161		2-6-0	Dickson	454	1883	19x24	51		To Buff 85 1888
161		2-6-0W	Fr. Buff	85	1888				643*
162		2-6-0	Dickson	455	1883	19x24	51		To Buff 95 1888
162		2-6-0W	Dickson	646	1888	19x24	51		644*
163		2-6-0	Dickson	456	1883	19x24	51		To Buff 86 1888
163		2-6-0W	Fr. Buff	86	1888				645*
164		2-8-0	Dickson	459	1884	20x24	45		To Buff 92 1888
164		2-6-0W	Dickson	645	1888	19x24	51		646*
165		2-8-0	Dickson	460	1884	20x24	45		To Buff 68 1886
165		2-6-0	Fr. Buff	68	1886				To Buff 77 1886
165		4-4-0	Fr. Buff	77	1886				To 183 1892
165		2-6-0	Fr.	245	1892				619*
166		2-6-0	Fr. Buff	25	1882				To Buff 111 1898
166		2-6-0W	Fr. Buff	131	1898				614*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
167		2-6-0	Fr. Buff	26	1882				To Buff 105 1889
167		2-6-0W	Dickson	704	1889	19x24	51		630*
168		2-6-0	Fr. Buff	27	1882				To Buff 106 1889
168		2-6-0W	Dickson	705	1889	19x24	51		631*
169		2-6-0	Fr. Buff	28	1882				To Buff 108 1889
169		2-6-0W	Fr.	242	1890				632*
170		2-6-0	Fr. Buff	29	1882				To Buff 109 1889
170		2-6-0W	Fr.	243	1891				633*
171		2-6-0	Fr. Buff	31	1882				To Buff 110 1889
171		2-6-0W	Fr.	244.	1891				634*
172		2-6-0	Fr. Buff	32	1882				To Buff 132 1898
172		2-6-0W	Fr. Buff	132	1898				611*
173		2-6-0	Fr. Buff	33	1882				To Buff 26 1883
173		2-6-0T	Cooke	1515	1883	17x22	41		Reb 0-6-0 36*
174		0-6-0T	Cooke	1516	1883	17x22	41		37*
175		2-8-0	Dickson	463	1884	20x24	45		To Buff 112 1898
175		2-8-0W	Fr. Buff	111	1898				709*
176		2-8-0	Dickson	462	1884	20x24	45		To Buff 113 1898
176		2-8-0W	Fr. Buff	112	1898				710*
177		2-6-0	Cooke	1583	1884	19x24	51		To Buff 96 1888
177		2-6-0W	Dickson	649	1888	19x24	51		647*
178		2-6-0	Cooke	1584	1884	19x24	51		To Buff 94 1888
178		2-6-0W	Dickson	647	1888	19x24	51		648*
179		2-6-0	Cooke	1585	1884	19x24	51		To Buff 93 1888
179		2-6-0W	Dickson	648	1888	19x24	51		649*
180		2-6-0	Cooke	1586	1884	19x24	51		To 134 1892
180		4-4-0	Fr.	148	1892				c1897 911*
181		2-6-0	Cooke	1587	1884	19x24	51		To 135 1892
181		4-4-0	Fr.	157	1892				c1894 924*
182		4-4-0	Dickson	476	1884	19x24	62		To Buff 124 1892
182		4-4-0	Fr.	158	1892				954*
183		4-4-0	Dickson	477	1884	19x24	62		To M&E 29 1890
183		4-4-0	Fr.	165	1892				To SBNY 5 1892
183		4-4-0	Fr.	187	1892				950*
184		4-4-0	Dickson	478	1884	19x24	62		951*
185		4-4-0	Dickson	479	1884	19x24	62		952*
186		4-4-0	Dickson	480	1884	19x24	62	(see note)	
186		4-4-0	Fr. M&E	125	1884(?)				953*
187		4-4-0	Dickson	481	1884	19x24	62		To 183 1892
187	W. F. Hallstead								
		4-4-0W	Fr. SBNY	5	1892				925*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
188	Wm. S. Sloan	4-4-0W	Cooke	1768	1887	19x24	62		942*
189	G. M. Hallstead	4-4-0W	Cooke	1769	1887	19x24	62		943*
190		2-8-0W	Cooke	1780	1888	20x24	45		711*
191		2-8-0W	Cooke	1781	1888	20x24	45		712*
192		2-8-0W	Cooke	1782	1888	20x24	45		713*
193		2-8-0W	Cooke	1783	1888	20x24	45		714*
194		2-6-0W	Cooke	1772	1887			Del'd as Buff 85	
194		2-6-0W	Cooke	1776	1887			Del'd as Buff 89	
194		2-8-0W	Cooke	1784	1888	20x24	45		715*
195		2-6-0W	Cooke	1773	1887			Del'd as Buff 86	
195		2-6-0W	Cooke	1777	1887			Del'd as Buff 90	
195		2-8-0W	Cooke	1785	1888	20x24	45		716*
196		2-8-0W	Cooke	1877	1888	20x24	45		717*
197		2-8-0W	Cooke	1878	1888	20x24	45		718*
198		2-8-0W	Cooke	1879	1888	20x24	45		719*
199		2-8-0W	Cooke	1880	1888	20x24	45		720*
200		2-8-0W	Cooke	1881	1888	20x24	45		721*
	Nos. 201 to 234 assigned to Bloomsburg Division, in 1886.								
235		2-6-0W	Dickson	640	1888	19x24	51		650*
236		2-6-0W	Dickson	641	1888	19x24	51		653*
237		2-6-0W	Dickson	642	1888	19x24	51		651*
238		2-6-0W	Fr. Utica	24	1888				652*
239		2-6-0W	Fr. Utica	25	1889				656*
240		4-4-0W	Kingston		1889	19½x24	62		938*
241		4-4-0W	Kingston		1889	19½x24	62		939*
242		2-6-0W	Dickson	710	1889	19x24	51		To 169 1890
242		4-4-0W	Kingston		1890	19½x24	62		936*
243		2-6-0W	Dickson	711	1889	19x24	51		To 170 1891
243		4-4-0W	Kingston		1891	19½x24	62		929*
244		2-6-0W	Dickson	712	1889	19x24	51		To 171 1891
244		4-4-0W	Kingston		1891	19½x24	62		930*
245		2-6-0W	Dickson	738	1890	19x24	51		To 165 1892
245		4-4-0W	Kingston		1892	19½x24	62		928*
246		2-8-0W	Dickson	713	1889	20x24	45		To 148 1893
246		4-4-0W	Kingston		1893	19½x24	62		926*
247		2-8-0W	Dickson	714	1889	20x24	45		To 157 1894
247		4-6-0W	Kingston		1894	20x24	62		695*
248		2-8-0W	Dickson	717	1889	20x24	45		To 158 1894
	Comet	4-2-2	Scranton		1871			Inspector	99*

Roster Notes. Main Line Locomotives.

	Pioneer.	Purchased from Cayuga & Susquehanna R. R., 1851.
	Lackawanna.	See C. & S. #5 and C. & S. text.
	Tunkhannock	See C. & S. #4 and C. & S. text.
	Wyalusing.	Rebuilt 4-6-0. Returned by C. & S. to Main Line #44, 1860/70.
1.	Spitfire	Bought from Philadelphia & Reading, April, 1851. Sold Spencer Coal Co., Dunmore, Pa. Scrapped about 1885.
1.	Col. Scranton.	Rebuilt with 18″ x 24″ cyls. and 62″ drivers.
4.	Montrose.	Changed to coal burner and renamed "Constitution", 1861. Rebuilt culm burner, Kingston, 1889, and renamed "G. Bogart". 18″ x 24″. 62″ D. D.
5.	Buffalo.	As rebuilt, 18″ x 24″. 50″ D. D.
6.	Niagara.	As rebuilt, 18″ x 24″. 56″ D. D.
7.	Genesee.	As rebuilt, 18″ x 24″. 50″ D. D.
7.	Ira Tripp, renamed "W. E. Dodge", 1876.	
8.	Walter Dawson, as rebuilt 19″ x 24″ cyls.	
9.	Capouse, as rebuilt 18″ x 24″ cyls., 50″ D. D.	
10.	Keystone, as rebuilt 18″ x 24″ cyls., 50″ D. D.	
11.	Anthracite. Rebuilt 4-6-0.	
1st 13.	Lackawanna. Rebuilt 4-6-0.	
14.	Tobyhanna. Rebuilt 4-6-0. Rebuilt culm burner, 1892.	
15.	Susquehanna. Rebuilt 4-6-0.	
3rd 16.	Rebuilt single expansion, 20″ x 24″ cyls., June, 1897.	
17.	Lehigh. Rebuilt 4-6-0.	
19.	Wilkes-Barre. Rebuilt 4-6-0.	
22.	Superintendent. Renamed Moosic, 1876.	
1st 23.	Kittatinny. Rebuilt 4-6-0.	
2nd 23.	Kittatinny. Bought from D. & H., 1875.	
25.	New York. Rebuilt 4-6-0.	
26.	Analomink. Rebuilt 2-6-0, prior to 1885.	
27.	Drake Mills. Renamed Mehoopany, 1862.	
28.	Pennsylvania. Rebuilt 4-6-0.	
36.	Oregon Rebuilt 4-6-0. Renamed General Grant, 1865.	
37.	California Rebuilt 4-6-0.	
38.	John Brisbin, renamed Oakland, 1876.	
2nd 39.	Perhaps built new as culm burner, or rebuilt CB, 1880's.	
41.	Phelps, renamed Sam Sloan, 1867.	

Roster Notes Main Line Locomotives. (cont'd).

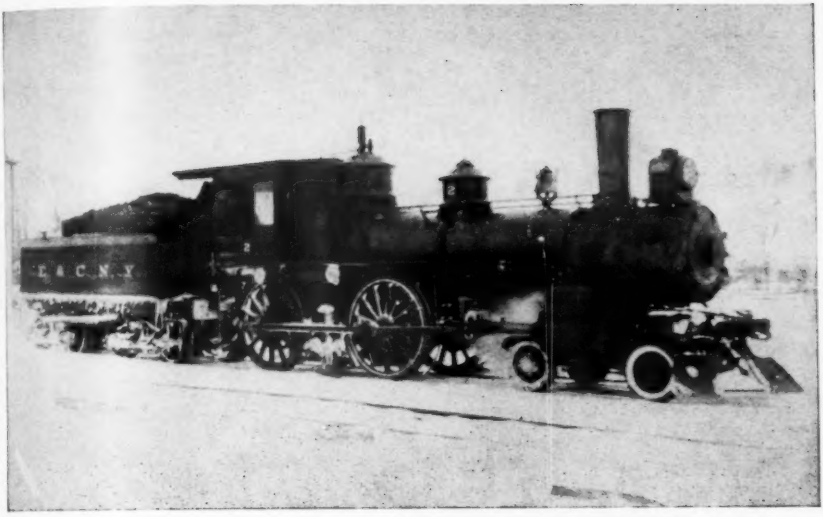
43. Black Hawk, renamed Ira Tripp, 1876.
44. Wyalusing, rebuilt with 18″ x 24″ cyls., 50″ D. D.
45. Choconut, rebuilt 2-6-0, 1874. CB, 1890. 18″ x 24″, 50″ D. D.
48. Economy. Rebuilt 4-6-0
49. Success.. Rebuilt 4-6-0.
57. Southport Renamed W. E. Dodge, 1865. When rebuilt by Cooke to standard gauge, in 1876, renamed Sam Sloan.
58. Investigator. Rebuilt with 18″ x 24″ cyls., 50″ D. D.
59. Decision. Rebuilt with 18″ x 24″ cyls., 45″ D. D.
61. Stroudsburg. Rebuilt CB, 1888.
66. Fairfield. Built with Dimpfel's Water Tube boiler. Renamed John Brisbin, 1876. Reb. 18″ x 22″ cyls; 62″ DD.
66. Ontario. Rebuilt with 18″ x 24″ cyls., 51″ D. D.
67. Moses Taylor. Renamed General Sherman, 1865. Reb. 18″ x 24″ 50″ D. D.
68. John Williams, rebuilt with 18″ x 24″ cyls., 50″ D. D.
69. John I. Blair, rebuilt with 18″ x 24″ cyls., 50″ D. D.
70. J. J. Phelps, renamed General Sheridan, 1865. Reb. 18″ x 24″, 50″ D. D.
71. Geo. N. Miller, rebuilt with 18″ x 24″ cyls., 50″ D. D.
72. Union, renamed Montrose, 1861.
73. W. E. Dodge, renamed Southport, 1865.
75. Sam Sloan, renamed Union, 1867.
85. A. Lincoln, renamed A. J. Odell, 1865.
100. Elizabethport, sent to Utica Div. #13, 1875. Returned to Main Line #20, 1885. Transferred to Coal Mining Dept. #22, in 1896. Returned to D. L. & W. #22, 1908. Scrapped about 1912.
102. Walter Dawson, renamed New York, 1876.
105. Sold, Penna. Nut & Bolt Co., 5-3-99.

2nd 109. Rebuilt CB, 1889.

111. W. F. Hallstead, renamed Susquehanna, 1876.
117. David T. Bound, renamed Pequest, 1876.
122. Bought from D. & H. Co. #30, 1875.

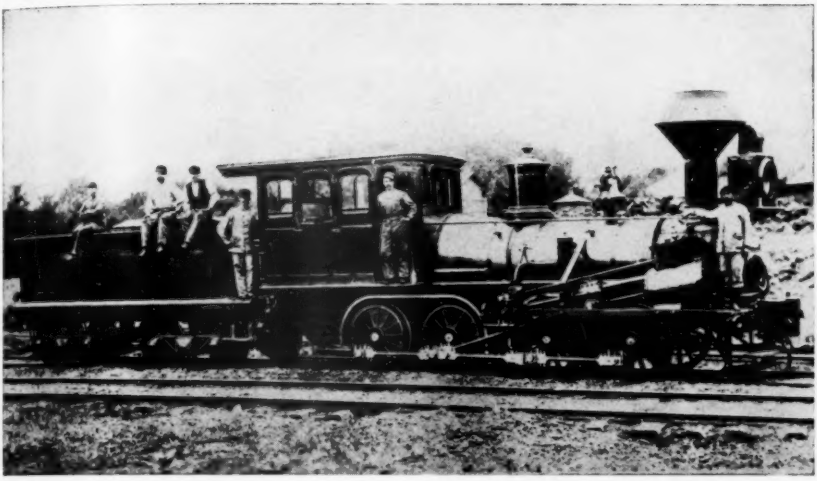
1st 125. Rebuilt CB, 1891.

1st 186. C/N 480 was replaced by M&E #125 (C/N 457). Disposition of first 186 not available.



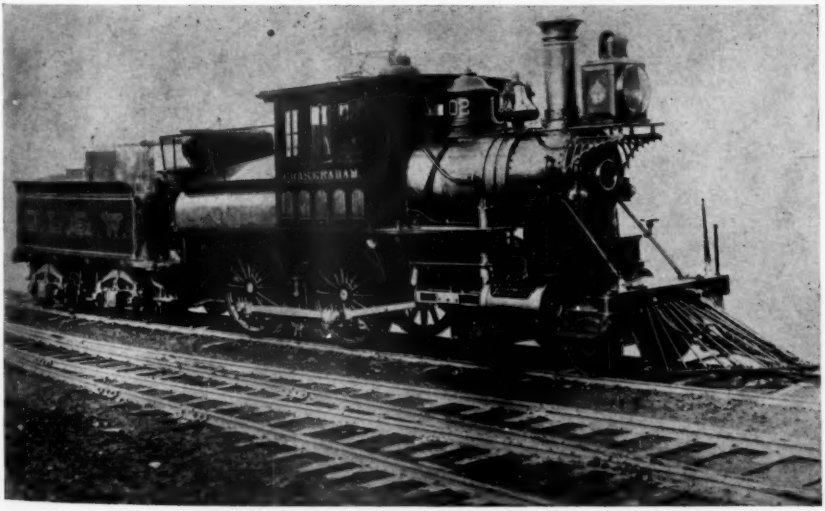
Erie & Central New York No. 2. Baldwin. ex-Lehigh Valley.

Lackawanna & Bloomsburg 22 (220). Dickson, 1869. Scrapped, 1899.



Courtesy of Dr. F. F. Sornberger.

Lackawanna & Bloomsburg 15, "Luzerne". Baldwin, 1857. Scrap 1879.



Lackawanna & Bloomsburg 202. Rebuilt Kingston Shops, 1887. To 101.

The Lackawanna and Bloomsburg Railroad

The Lackawanna & Bloomsburg R. R., extending from Scranton to Northumberland, 80 miles, was chartered April 5th, 1852, by Scranton and Wilkes-Barre capitalists, who foresaw the possibility of enormous coal tonnage originating in the Wyoming Valley, where the richest anthracite coal fields in northeastern Pennsylvania are located. Construction of the road began in 1854, and the section between Scranton and Rupert was opened to traffic in 1858. Although original plans projected the road only to Bloomsburg, it was later extended to Northumberland, to connect there with the Pennsylvania R. R. The line was double tracked from Scranton, where it connected with the D. L. & W., to Bloomsburg, and single tracked from Bloomsburg to Northumberland. It was a standard gauge road, with a third rail for D. L. & W. cars laid between Scranton and Kingston, and was operated left handed until about 1900.

Headquarters of the company were located at Kingston, where were also the company's 14-stall engine house and shops. The latter were very complete and included erecting and repair shop, foundry, blacksmith and forging shop, pattern, car and paint shops. The road was well known for the fine workmanship of its locomotives, as well as their excellent maintenance. Locomotives were constructed at Kingston from 1871 through 1899, and, prior to 1900, more new engines were built at these shops than any of the other company shops, including those at Scranton.

On June 16th, 1873, the L. & B. was leased by the D. L. & W., and was operated as the Bloomsburg Division, commonly referred to as the "Bloom". In 1886, the Bloom engines, then numbered 1 through 32, were assigned a block of numbers, 201 through 234, in the Main Line number series, and were renumbered, not in respective order, but with the general plan of placing the nine passenger engines in the lower numbers, followed by its three switch engines and twenty freight engines, in that order.

The annual report of the railroad for 1855, dated January, 1856, states that seven locomotives were purchased at $9000 each. It does not indicate that these engines were actually received in 1855, so that the date of construction of some or all of the first seven engines could be 1856 instead of 1855, as shown.

Nos. 8 and 9 were built with the Phleger Patented boiler, that of No. 9 blowing up after several years of service. Up to that time both engines had proved to be good steamers. The No. 9 was rebuilt with a Millholland type boiler and, in 1866, a standard boiler of the Dickson Mfg. Co. was placed on the No. 8.

In 1898, a three-way exchange of engines took place, involving locomotives of the Main Line, Bloomsburg and Buffalo Divisions. The details of this "swap" are presented here as an illustration of the manner in which motive power was shuffled about. No official record of this transfer has ever come to the writer's attention, the entire transaction having been pieced out from information gathered bit by bit and confirmed in the same manner.

Eight culm burner moguls, Dickson, 1892, Buffalo Division Nos. 125 to 132, incl., were sent to the Main Line, becoming M. L. Nos. 125, 134, 135, 128, 141, 142, 166 and 172, respectively.

Seven lump coal moguls from the Bloomsburg Division, built at Kingston, and one Dickson mogul from the Main Line, were sent to the Buffalo Division to replace the above eight. The Bloom engines were Nos. 224, 225, 227, 228, 229, 230 and 231. The Main Line engine was No. 172.

It is evident that the Bloom engines were changed to Buffalo Division numbers as follows:—

Bloom No.	Buff. No.	1899 No.	Year Built
225	125	509	1882
224	126	511	1880
227	127	505	1885
228	128	508	1883
229	129	510	1881
230	130	506	1884
231	131	507	1884

The Main Line engine became Buff No. 132 and was changed to 341, in 1899.

To replace the engines sent to Buffalo, the Bloom received from the Main Line Nos. 141, 128, 142, 125, 45, 61 and 23. The first six were changed to Bloom numbers 227 to 232, respectively; No. 23 was not renumbered, but retained that number on the Bloom. The reason for this is not clear, since Nos. 233 and 234 were both open.

After sending their seven engines to Buffalo, the Bloomsburg Division had three culm burner moguls, Nos. 226, 232 and 234, in the numbers above 223. In order to group together the engines received from the Main Line (in numbers 227 to 232) the above three were evidently changed thus:— 226 to 224; 232 to 225; 234 to 226.

In the renumbering of 1899, Bloom engines 223 and 224, although they had been given new culm-burning fireboxes in 1896, were given numbers based on the age of the original boilers, 1880 and 1881, respectively. This resulted in their being placed in the high numbers of Class 10, instead of the lowest numbers, where they belonged in accordance with

the system followed in the renumbering, viz:— to assign, in any given Class of engines, the highest number of that series to the oldest engine, the age of the engine being based on the age of the boiler.

In the "Disposition" column of the 1855-1886 roster, the renumbering of 1886 is marked with a *; and in that column in the 1886-1899 roster the renumbering of 1899 is similarly marked.

The rosters show the diameter of driving wheel CENTERS.

Lackawanna & Bloomsburg R. R. 1855-1873. Bloomsburg Division 1873-1886.

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
1	Susquehanna	4-4-0	Swinburne		1855				Sc 1870
1	Susquehanna	4-4-0	Kingston		1871	16x22	55½	68000	c1885 201*
2	Nanticoke	4-4-0	Swinburne		1855				To Utica 9 1871
2	Chas. Graham	4-4-0	Kingston		1871	16x22	55½	68000	202*
3	Shawnee	4-4-0	D. C. & Co.		1855	15x22	57	60000	To C&S 3 1878
3	Berwick	2-6-0	Kingston		1880	19x24	45½	94000	223*
4	Columbia	4-4-0	Norris & Son		1855	13x24	51	46000	Sc 1875
4	Plymouth	4-4-0	Kingston		1875	16x24	56	73000	204*
5	Lyman Hakes	4-4-0	Norris & Son			13x24	51	50000	To 26 1881
5	Shawnee	2-6-0	Kingston		1881	19x24	45½	90000	225*
6	Col. Wells	4-4-0	D. C. & Co.		1855	15x22	57	60000	To C&S 2 1878
6	Rupert	2-6-0	Kingston		1880	19x24	45½	94000	224*
7	Montour	4-4-0	D. C. & Co.		1855	17x22	57	63000	207*
8	Wyoming	4-4-0	Norris & Son		1857	16x24	56	74500	208*
9	Northumberland	4-4-0	Norris & Son		1857	16x24	56	74500	209*
10	Bobtail	0-4-2	D.C.&Co.	pr.	1863	14x22	38½	60000	210*
11	John I. Blair	4-6-0	Baldwin	1077	1862	18½x22	43	71000	215*
12	Col. Paxton	0-8-0	Baldwin	658	1855	16x20	38½	60500	Sc 1874
12	Scranton	4-4-0	Kingston		1874	16x24	56	73000	205*
13	Major McNeil	4-6-0	Baldwin	1105	1863	18½x22	43	71000	216*
14	Civilizer	0-8-0	Baldwin	450	1851	16x22	38½	42000	Sc 1870
14	David T. Bound	4-4-0	Kingston		1872	16x22	55½	68000	203*
15	Luzerne	0-8-0	Baldwin	768	1857	17x22	38½	69000	To 26 1878
15	Luzerne	2-6-2	Kingston		1878	18x24	45½	93200	222*
16	Erie	4-6-0	Dickson	4	1863	17x22	50½	74500	213*
17	Monitor	4-6-0	Baldwin	1156	1863	18½x22	48	78000	217*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
18	Thos. Beaver	0-8-0	Baldwin	1172	1863	20x22	38½	72000	To 27 1881
18	Nanticoke	2-6-0	Kingston		1881	19x24	45½	90000	226*
19	Kingston	4-6-0	Baldwin	1275	1864	18½x22	48	78000	218*
20	James Archbald	4-6-0	Dickson	7	1865	17x22	50½	74500	214*
21	John Brisbin	2-6-0	D.C.&Co.		1866	18x24	50½	76300	219*
22	Moses Taylor	2-6-0	Dickson	44	1869	18x24	48	79000	220*
23	Wm. E. Dodge	2-6-0	Dickson	45	1869	18x24	48	79000	To Ut. 15 1871
23	Samuel Hoyt	2-6-0	Dickson	95	1872	18x24	48	79000	To Ut. 18 1873
23	D. G. Dreisbach	4-4-0	Kingston		1873	16x24	56	73000	206*
24	Samuel Sloan	2-6-0	Dickson	56	1870	18x24	48	79000	221*
25	Percy R. Pyne	2-6-0	Dickson	57	1870	18x24	48	79000	To Ut. 16 1871
25	Danville	0-6-0	D.C.&Co.	816	1872	17x22	41	76500	211*
26	Payne Pettebone	4-4-0	Kingston		1876	16x24	56	73000	To SBNY 7 1877
26	Luzerne	0-8-0	Fr.	15	1878				Sc 1879
26	L. Hakes	4-4-0	From	5	1881				233*
27	Thos. Beaver	0-8-0	From	18	1881				Sc 1885
27		2-6-0	Kingston		1885	19x24	45		227*
28		2-6-0	Fr. Buff.	30	1882				To ML 156 1883
28		2-6-0	Kingston		1883	19x24	45		228*
29	Abram Nesbitt	2-6-0	Kingston		1882	19x24	45		229*
30		2-6-0	Kingston		1884	19x24	45		230*
31		2-6-0	Kingston		1884	19x24	45		231*
32		2-6-0	Cooke	1544	1884	17x22	41		212*
	Potomac	4-4-0	Unknown		?	13x16	36½	34000	Sc 1883

Roster Notes, L. & B. and Bloomsburg Div. 1855-1886.

All Baldwin 0-8-0's had Baldwin's Flexible Beam Trucks.

5 (L. Hakes) said to have been bought from the P. & R.

7 Cylinders to 17" x 24", April, 1875.

8 Built with Phleger Patented Boiler. Cyls. to 17" x 24", August, 1874.

9 Built with Phleger Patented Boiler. Cyls. to 17" x 24", Sept. 1872

10 Renamed "Pittston", Feb. 1871.

11 Drivers changed to 48" dia., July, 1878.

12 (1st) Built for Swatara R. R., which was later a part of the P. & R.

13 Drivers changed to 48″ dia., June 1875.

14 (1st) Originally "America", built for Henry R. Campbell for construction of the Vermont Central. Bought by the North Pennsylvania R. R. in 1857, their number 13. Bought by the L. & B., in 1863.

14 (2nd) Renamed "Bloomsburg", 1876.

15 (1st) Bought from North Pennsylvania R. R. (#10), 1863.

18 (1st) Bought from Schuylkill Haven & Lehigh River R. R., 1863.

19 Not named until February, 1865.

21 Drivers changed to 48″ dia., November, 1879.

32 Ordered as Buffalo Div. #86. Rebuilt 0-6-0, Kingston.

— "Potomac". Captured from the South during the Civil War. Equipped with "hook" motion. First shown on roster of April, 1869.

Bloomsburg Division. 1886-1889.

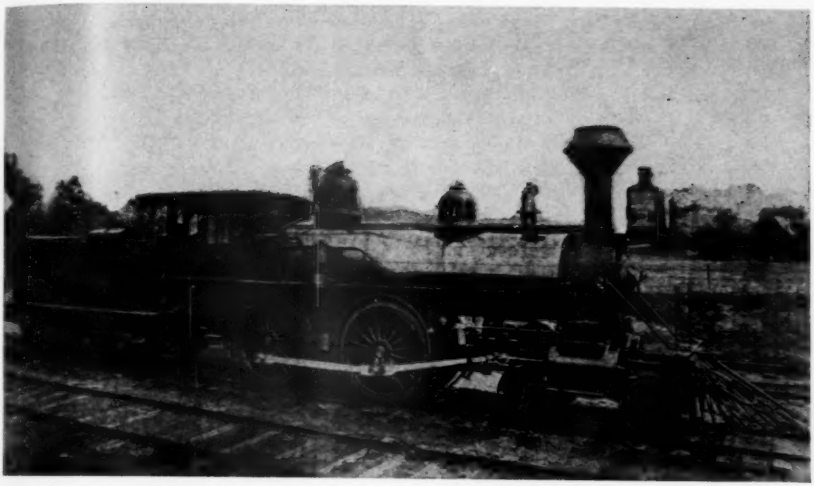
No.	Old No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
201	1	Susquehanna	4-4-0W	Kingston		1871	16x22	55½		102*
202	2	Chas. Graham	4-4-0	Kingston		1871	16x22	55½	68000	c1887 101*
203	14	Bloomsburg	4-4-0	Kingston		1872	16x22	55½	68000	103*
204	4	Plymouth	4-4-0	Kingston		1875	16x24	56	73000	104*
205	12	Scranton	4-4-0	Kingston		1874	16x24	56	73000	105*
206	23	D. G. Dreisbach	4-4-0	Kingston		1873	16x24	56	73000	106-
207	7	Montour	4-4-0	D.C.&Co.		1855	17x24	57	63000	Sc 1892
207		Montour	4-4-0	Kingston		1892	18x24	60	98000	480*
208	8	Wyoming	4-4-0	Norris & Son		1857	17x24	56	74500	Sc 1888
208			2-6-0W	Kingston		1888	19x24	45	104400	502*
209	9	Northumberland	4-4-0	Norris & Son		1857	17x24	56	74500	Sc 1890
210	10	Pittston	0-4-2	D.C.&Co.	pr	1863	14x22	38½	60000	Sc 1899
211	25	Danville	0-6-0	D.C.&Co.	816	1872	17x22	41	76500	c1893 11*
212	32		0-6-0	D.C.&Co.	1544	1884	17x22	41	79500	28*
213	16	Erie	4-6-0	Dickson	4	1863	17x22	50½	74500	121*
214	20	James Archbald	4-6-0	Dickson	7	1865	17x22	50½	74500	c1888 120*
215	11	John I. Blair	4-6-0	Baldwin	1077	1862	18½x22	48	71000	415*
216	13	Major McNeil	4-6-0	Baldwin	1105	1863	18½x22	48	71000	Sc 1898
216			2-6-0W	Kingston		1898	19x24	51	118794	604*
217	17	Monitor	4-6-0	Baldwin	1156	1863	18½x22	48	78000	Sc 1888
217			2-6-0W	Kingston		1889	19x24	45	105000	501*

No.	Old No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Wt.	Disposition
218	19	Kingston	4-6-0	Baldwin	1275	1864	18½x22	48	78000	416*
219	21	John Brisbin	2-6-0	D.C.&Co.		1866	18x24	48	76300	411*
220	22	Moses Taylor	2-6-0	Dickson	44	1869	18x24	48	79000	Sc 1899
220			2-6-0W	Kingston		1899	19x24	50½	106000	601*
221	24	Samuel Sloan	2-6-0	Dickson	56	1870	18x24	48	79000	Sc 1896
221			2-6-0W	Kingston		1896	19x24	50	106000	605*
222	15	Luzerne	2-6-2	Kingston		1878	18x24	45½	93200	168*
223	3	Berwick	2-6-0	Kingston		1880	19x24	45½	94000	c1896 512*
224	6	Rupert	2-6-0	Kingston		1880	19x24	45½	94000	Buff 126 1898
224			2-6-0W	From 226		1898				c1896 513*
225	5	Shawnee	2-6-0	Kingston		1881	19x24	45½	90000	Buff 125 1898
225			2-6-0W	From 232		1898				504*
226	18	Nanticoke	2-6-0	Kingston		1881	19x24	45½	90000	To 224 1898
226			2-6-0W	From 234		1898				503*
227	27		2-6-0	Kingston		1885	19x24	45	90000	Buff 127 1898
227			2-6-0	Fr. ML 141		1898				344*
228	28		2-6-0	Kingston		1883	19x24	45		Buff 128 1898
228			2-6-0	Fr. ML 128		1898				368*
229	29	Abram Nesbitt	2-6-0	Kingston		1882	19x24	45		Buff 129 1898
229			2-6-0	Fr. ML 142		1898				345*
230	30		2-6-0	Kingston		1884	19x24	45		Buff 130 1898
230			2-6-0W	Fr. ML 125		1898				253*
231	31		2-6-0	Kingston		1884	19x24	45		Buff 131 1898
231			2-6-0W	Fr. ML 45		1898				257*
232			2-6-0W	Kingston		1886	19x24	45	97000	To 225 1898
232			2-6-0W	Fr. ML 61		1898				264*
233	26	Lyman Hakes	4-4-0	Norris & Son			13x24	51	50000	Sc 1897
234			2-6-0W	Kingston		1887	19x24	45	102600	To 226 1898
23**			2-6-0W	Fr. ML 23		1898				402*

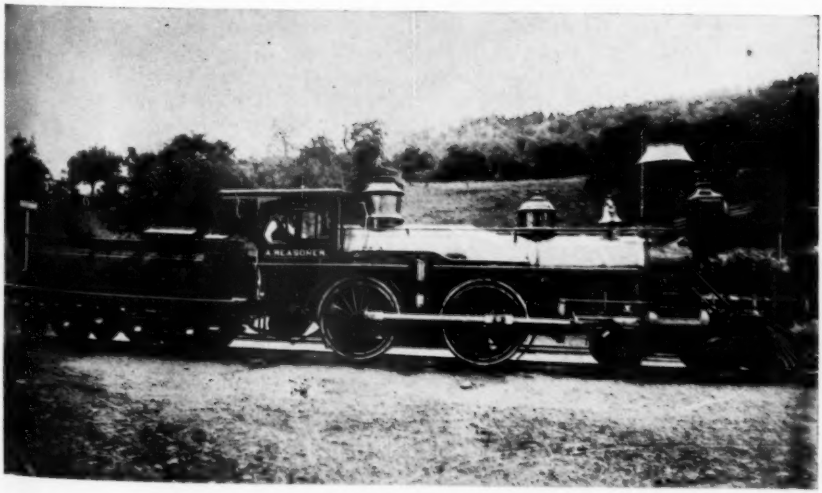
23** This engine was not renumbered to the Bloom Div. series.

The Morris & Essex Railroad

The Morris & Essex Railroad was chartered January 29th, 1835, as a railroad to be constructed from Morristown, N. J., to some point in Essex County, which was finally decided to be a junction with the N. J. R. R. & T. Co., at Newark. The road was completed west to Dover on



Morris & Essex Div. 51. Kingsland Shops, 1891. To 931.



Morris & Essex Div. 64. Kingsland Shops, 1878. To 447.

August 1st, 1848. In 1853, a ten-year agreement was made with the New Jersey Railroad, whereby the M. & E. trains were handled over that company's line to Jersey City, for an annual consideration of $25,000. Starting in 1857, the Hoboken Land & Improvement Co. built a line of railroad from Hoboken to Newark, which was sold to the M. & E., in 1863, and, after the expiration of the agreement with the N. J. R. R. & T. Co. that year, the M. & E. trains went into Hoboken, instead of Jersey City.

In 1867, the road was completed to Phillipsburg, its total mileage then being 126 miles, constituting the main line of the M. & E. However, as in the case of the D. L. & W., there were a number of secondary lines entering into the M. & E. system, one of the more important being the Boonton Branch, opened in 1870, from Hoboken to Denville, via Paterson.

The main locomotive shops were located at Kingsland, N. J., and here new locomotives were built and extensive rebuilding took place. The eastern terminus of the road being in the New York suburban area, the M. & E. developed a passenger traffic of large proportions and, in 1899, about 47% of its engines were used in passenger service, in contrast to about 12% on the D. L. & W. The culm burning locomotives were not as generally used here as on the other divisions until after 1900, although a number of this type were put in service during the 1890's. Only three were built at Kingsland, Nos. 79, 522 and 962, and but one, No. 70, was converted.

The road was originally of 4′ 10″ track gauge and was changed to standard in 1866. At this time a number of its earliest locomotives were not considered worth the expense of changing and were disposed of, and a large number of new engines were received during the years 1864, 1865 and 1866.

It was these engines that formed the backbone of M. & E. power for many years, for they were carefully maintained and underwent extensive rebuilding, in the course of which larger cylinders and driving wheels replaced the original ones. This rebuilding, most of which took place in the 1880's and 1890's was of very general nature, and although all of these changes may not be recorded in this roster, they will account for the differences between the rosters of prior to 1899 and those after that date.

As will be noted by comparison of the two rosters cylinder diameters were increased generally one inch, while driving wheel diameters were increased as much as three inches in the rebuilding program, in which is indicated a step toward standardization. Those engines, which became Nos. 530 to 540, class 11, were received with 18½″ diameter cylinders, which were changed to 19″ before the 1899 renumbering, and it is apparent that in a number of cases 19″ cylinders were bushed to 18″, this change occurring in locomotives transferred to the M. & E. Division from the Main Line.

The renumbering in 1899 is indicated by *.

This roster shows the OUTSIDE diameter of driving wheels.

The Morris & Essex Railroad

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Weights Tot.	Disposition
1	Orange	4-2-0	S. Boyden		1837	8¼x26	53		6T	So 1-17-65
1	Orange	2-6-0	D.C.&Co.		1866	18x24	54	67750		262*
2	Essex	4-2-0	S. Boyden		1838	8¼x26	53		6T	So 10-2-51
2	Dover	4-2-2	From 3		1851					So 7-28-66
2	Dover	2-6-0	D.C.&Co.		1866	18x24	54	67750		250*
3	Speedwell	4-2-0	Baldwin	106	1838	10½x16	54		9T	To S. Vail'46
3	Dover	4-2-2	Baldwin	146	1841	10x16	54		10T	To 2 1851
3	Sussex	4-4-0	From 4		1851					So 7-25-60
3	Milburn	2-6-0	D.C.&Co.		1866	18x24	54			270*
4	Sussex	4-4-0	R.K.&G.	82	1846	13½x20	54		18T	To 3 1851
4	Morris	4-4-0	From 5		1851					So 7-1866
4	Rockaway	2-6-0	D.C.&Co.		1866	18x24	54	67750		265*
5	Morris	4-4-0	R.K.&G.	151	1849	14x20	60			To 4 1851
5	Warren	4-4-0	From 6		1851					So 7-1866
5	Warren	2-6-0	D.C.&Co.		1866	18x24	54			271*
6	Warren	4-4-0	R.K.&G.	204	1850	14x20	60			To 5 1851
6	Essex	4-6-0	R.K.&G.	291	1852	17x20	54			So 12-1866
6	Essex	2-6-0	Rh. Island	46	1867	18x24	48	68000		165*
7	Hudson	4-4-0	D.C.&Co.		1853	14x22	66			So 1-1865
7	Chatham	2-6-0	D.C.&Co.		1866	18x24	54	67750		273*
8	Delaware	4-4-0	D.C.&Co.		1853					So 12-1866
8	Delaware	2-6-0	Rh. Island	47	1867	18x24	48	68000		So 1899
9	Musconetcong	4-4-0	D.C.&Co.		1854	14x22	66			So 1-1865
9	Passaic	2-6-0	Norris-Son		1868	18x24	48	66500		164*
10	Pequest	4-4-0	D.C.&Co.		1854	15x22				So 6-1868
10	Pequest	2-6-0	Norris-Son		1868	18x24	48	66500		So 1899
11	Passaic	4-4-0	Swinburne		1856					So 1866
11	Montrose	4-4-0	R.K.&G.	1514	1868	16x22	60	59000		136*
12	Pohatcong	4-4-0	D.C.&Co.		1859	15x22	60	56000		Sc 1889
12		4-4-0	Cooke	1401	1883	19x24	68	66000	94000	442*
13	Newark	4-4-0	D.C.&Co.		1864	15x22	60	56000		Sc 1896
13		4-4-0	Cooke	2315	1895	18½x24	64	79000	108000	530*
14	Hoboken	4-4-0	D.C.&Co.		1864	15x22	60	56000		Sc 1883
14		0-6-0	Kingsland		1883	17x22	47		82000	30*
15	Lehigh	4-4-0	D.C.&Co.		1864	16x22	60	59000		418*
16	Stanhope	4-4-0	N.J.L.W.		1864	16x22	60	55500		Sc 1892

No.	Name	Type	Builder c/n	Date	Cyls.	DD	Weights OD	Weights Tot.	Disposition
16		2-6-0	Cooke 2221	1892	17x24	51	89000	103000	12*
17	Hackensack	4-4-0	D.C.&Co.	1865	16x22	54	58000		111*
18	Whippany	4-4-0	D.C.&Co.	1865	16x22	54	58000		118*
19	Pompton	4-4-0	D.C.&Co.	1865	16x22	54	58000		117*
20	Phillipsburg	4-4-0	D.C.&Co.	1865	16x22	54	58000		125*
21	Watsessing	4-4-0	D.C.&Co.	1865	16x22	60	58000		129*
22	Boonton	4-4-0	D.C.&Co.	1865	16x22	54	56000		Sc 8-1895
22		4-4-0	Dickson 925	1895	19x24	69	79000	108000	921*
23	Easton	4-4-0	D.C.&Co.	1864	15x22	60	55000		Sc 1882
23	Stirling	4-4-0	Baldwin ?						Sc 1893
23		4-4-0	Cooke 2254	1893	18½x24	64	79000	108000	532*
24	Madison	4-4-0	D.C.&Co.	1864	15x22	60			So 1879
24	Madison	4-4-0	Kingsland	1880	18x24	63	69000		445*
25	Morris	4-4-0	D.C.&Co.	1864	15x22	66	55000		So 7-25-1881
25	Morris	4-4-0	Kingsland	1881	18x24	63			443*
26	Sussex	4-4-0	D.C.&Co.	1864	15x22	66	55000		Sc 1889
26		4-4-0	Fr. ML 88	1889		68			472*
27	Waterloo	4-4-0	Portland	1864	16x24	60	61440		Sc 1894
27		4-4-0	Cooke 2316	1895	18½x24	64	79000	108000	531*
28	New Jersey	4-4-0	Portland	1864	16x24	60	61440		107*
29	Senecawanna	4-4-0	D.C.&Co.	1866	15x22	60	56000		Sc 1889
29		4-4-0	Fr. ML 57	6-1889					To ML 57 10-89
29		4-4-0	Fr. ML 183	1890					946*
30	Loantaka	4-4-0	D.C.&Co.	1866	15x22	60	56300		Sc 1892
30		4-4-0	Cooke 2229	1892	18½x24	64	79000	108000	535*
31	Summit	4-4-0	D.C.&Co.	1865	16x22	54	59000		110*
32	Washington	4-4-0	D.C.&Co.	1865	16x22	54	57200		So 1899
33	Wallkill	4-4-0	D.C.&Co.	1865	16x22	54	58000		112*
34	Raritan	4-4-0	D.C.&Co.	1865	16x22	54	58000		114*
35	Paulinskill	4-4-0	D.C.&Co.	1865	16x22	54	58000		119*
36	Pequannock	4-4-0	D.C.&Co.	1865	16x22	54	58000		113*
37	Oxford	4-4-0	D.C.&Co.	1866	16x22	54	58000		116*
38	Ringwood	4-4-0	D.C.&Co.	1866	16x22	54	58000		115*
39	Hudson	4-4-0	D.C.&Co.	1866	15x22	66	55000		So 7-25-81
39	Hudson	4-4-0	Kingsland	1882	18x24	63	58000	85000	444*
40	Musconetcong	4-4-0	D.C.&Co.	1866	15x22	66			Sc 1878
40	Musconetcong	4-4-0	Kingsland	1878	18x24	63			446*
41	Verona	0-6-0	Norris Bros.	1866	17x22	46	66500		Sc 1887
41		2-6-0W	Cooke 1778	1887	19x24	57	98000	114000	659*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Weights Tot.	Disposition
42	Ida	0-6-0T	D.C.&Co.		1866	17x22	46	64200		24*
43	Eva	0-6-0T	D.C.&Co.		1866	17x22	46	64200		9*
44	Ella	0-6-0T	D.C.&Co.		1867	17x22	46	64200		6*
45	May	0-6-0T	D.C.&Co.		1867	17x22	46	64200		25*
46	Syngack	2-6-0	J.C.L.W		1866	18x24	54			397*
47	Mansfield	2-6-0	J.C.L.W		1866	18x24	54			398*
48	Franklin	2-6-0	J.C.L.W		1866	18x24	54			399*
49	Greenwich	2-6-0	J.C.L.W		1866	18x24	54			401*
50	Union	2-6-0	J.C.L.W		1866	18x24	54			So 1899
51	Jennie	0-4-0	Rh. Island	45	1867	14x22	48	52000		Sc 10-1892
51		4-4-0	Kingsland		1897	19x24	69	75000	104000	931*
52	Chester	2-6-0	Rogers	1515	1868	18x24	51	68000		161*
53	Broadway	2-6-0	Rogers	1516	1868	18x24	51	68000		163*
54	Montclair	2-6-0	Rogers	1517	1868	18x24	51	68000		162*
55	Independence	2-6-0	Rogers	1518	1868	18x24	51	68000		160*
56	Dynamis	2-8-0	Baldwin	1676	1867	20x24	49	75000		740*
57	Bloomfield	4-4-0	N.J.L.W.		1858	13x20	54	46750		Sc 1887
57		4-4-0	Cooke	1770	1887	19x24	68	67000	98000	944*
58	Economy	2-8-0	Baldwin	1782	1868	20x24	49	75000		741*
59	Denville	4-6-0	Baldwin	1794	1868	18x24	49	67750		So 1899
60	Troy	4-6-0	Baldwin	1797	1868	18x24	49	67750		395*
61	Caldwell	4-6-0	Baldwin	1801	1868	18x24	49	67750		Sc 1898
61		2-6-0	Cooke	2412	1898	19x26	57	122000	138000	685*
62	Paterson	2-6-0	Cooke		1868	18x24	54	67750		230*
63	Little Falls	2-6-0	Cooke		1868	18x24	54	67750		396*
64	Wiehauken	4-4-0	O. J. Norris		1868	18x24	60	69900		Sc 1878
64	A. Reasoner	4-4-0	Kingsland		1878	18x24	63			447*
65	Port Oram	4-4-0	P. O. Fdry Co.		1868	16x24	54	56000		Sc 1887
65		2-6-0	Kingsland		1887	19x24	57			654*
66	Atlantic	2-8-0	Baldwin	1883	1869	20x24	49	75000		So 1899
67	Wawayanda	2-8-0	Baldwin	1887	1869	20x24	49	75000		Sc 1898
67		2-6-0	Cooke	2413	1898	19x26	57	122000	138000	686*
68	Watchung	2-6-0	D.C.&Co.		1869	18x24	48	67750		266*
69	New York	2-6-0	D.C.&Co.		1869	18x24	48	67750		394*
70	B. C. Clarke	2-6-0	Dickson	35	1868	18x24	48	67750		62*
71	New Providence	2-6-0	Dickson	40	1869	18x24	48	67750		255*
72	Bergen	2-6-0	Dickson	41	1869	18x24	48	67750		227*
73	Succasunna	2-6-0	Dickson	42	1869	18x24	48	67750		263*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Weights Tot.	Disposition
74	Grace	0-6-0	D.C.&Co.		1869	17x22	46	64200		7*
75	Secaucus	4-4-0	D.C.&Co.		1869	17x24	60	59000		126*
76	Sam Schock	2-6-0	D.C.&Co.		1870	18x24	54	67750		64*
77	A. Reasoner	2-6-0	D.C.&Co.		1870	18x24	54	67750		66*
78	Joe Scranton	0-4-0T	D.C.&Co.		1870	14x20	48	58000		Sc 1892
78		4-4-0	Cooke	2218	1892	18½x24	64			536*
79	Luke F. Tronson	2-6-0	Cooke		1870	18x24	54			Sc 1898
79		2-6-0W	Kingsland		1898	19x24	63	114000	130000	515*
80	Berkshire	2-6-0	Cooke		1870	18x24	54	67750		228*
81	Papakating	4-4-0	Cooke		1870	17x24	60	58000		131*
82	Speedwell	4-4-0	Cooke		1870	17x24	60	58000		132*
83	Delawanna	4-4-0				15x22	62	55000		Sc 4-1893
83		4-4-0	Cooke	2255	1893	18½x24	64	79000	108000	533*
84	Kingsland	4-4-0				15x22	62	55000		Sc 1886
84		2-6-0	Kingsland		1886	19x24	57	84000	98000	660*
85	Maplewood	4-4-0	Cooke		1871	17x24	60	63428		To Ut. 7 1874
85	D. B. Goodwin	4-4-0	Fr. Utica	2	1874		60			137*
86	Harrison	4-4-0	Rogers			17x24	60	64000		436*
87	John J. Phelps	4-4-0	Fr. ML	87	1871		66			419*
88	Ridgewood	4-4-0				17x24	60	58000		So 1876
88	Vulcan	4-4-0	Cooke	1019	1876	17x24	60			437*
89	J. V. Ontivia	4-4-0	Cooke	729	1871	16x24	60	59000		140*
90	C. E. Carryl	4-4-0	Cooke	730	1871	16x24	60	56000		135*
91	Hanover	4-4-0	Cooke		1871	16x24	60	55000		To Ut. 15 1874
91	G. W. Chadwick	4-4-0	Fr. Utica	6	1874					Sc 1896
91		4-4-0W	Dickson	937	1896	19x24	69	87000	126000	912*
92	Roxbury	4-4-0	Fr. O&M		1871					To Ut. 8 1874
92	W. E. Dodge	2-6-0	Fr. Utica	15	1874					220*
93	Jefferson	4-4-0	Cooke		1871	16x24	63			To Ut. 16 1874
93	Percy R. Pyne	2-6-0	Fr. Utica	16	1874					256*
94	Totawa	4-4-0	Cooke			17x24	60	64000		127*
95	Willie Sloan	2-6-0T	Cooke	765	1872	17x24	51	64200		10*
96	Morristown	2-6-0	Dickson	96	1872	18x24	54			
96	Morristown	2-6-0	Dickson	108	1872	18x24	54	68200		251*
97	Pavonia	2-6-0	Dickson	97	1872	18x24	54	68200		213*
98	E. S. Auch'closs	2-6-0	Dickson	109	1872	18x24	54	68200		252*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Weights Tot.	Disposition
99	Law'ce Turnure	2-6-0	Dickson	110	1872	18x24	54	68200		To ML 25 1879
99	Wm. Buchanan	2-6-0	Fr. M&E	100	1879					237*
100	Wm. Buchanan	2-6-0	Dickson	111	1872	18x24	54	68200		To M&E 99 1879
100	Centennial	4-4-0	Dickson	183	1876	17x24	66	64000		128*
101	Roseville	2-6-0	Dickson	112	1873	18x24	54	68200		243*
102	F. B. Gowan	2-6-0	Dickson	113	1873	18x24	54	68200		244*
103	F'field Osborne	2-6-0	Dickson	124	1873	17x22	46	64200		61*
104	Harry W. Beebe	2-6-0	Dickson	125	1873	17x22	46	64200		59*
105	Samuel Hoyt	2-6-0	Fr. Utica	18	1874					248*
106	A. J. Williams	4-4-0	Fr. Utica	3	1874					138*
107	Devillo White	4-4-0	Fr. Utica	4	1874					139*
108	R. C. Rolston	4-4-0	Dickson	163	1875	17x24	60	64000		130*
109	Chas. Danforth	4-4-0	Cooke	1011	1875	17x24	60	58000		133*
110	John Cooke	4-4-0	Cooke	1012	1875	17x24	60	58000		134*
111	Edith	2-6-0	Cooke	1008	1875	17x22	46	64300		58*
112		2-6-0	Cooke	1240	1882	18x24	57	84000	98000	274*
113		2-6-0	Cooke	1241	1882	18x24	57	84000	98000	275*
114	F. J. Griffith	4-4-0	Syracuse		1882	18x24	63	62000	89000	440*
115	S. Griffith	4-4-0	Syracuse		1882	18x24	63	62000	89000	441*
116		4-4-0	Fr. Buff	13	1882					To Buff 15 1883
116		4-4-0	Cooke	1404	1883	19x24	68			471*
117		4-4-0	Cooke	1373	1883	18x24	63	57000	84000	438*
118		4-4-0	Cooke	1374	1883	18x24	63	57000	84000	439*
119		2-6-0	Cooke	1471	1883	17x22	47	75000	86000	31*
120		2-6-0	Cooke	1472	1883	17x22	47	75000	86000	32*
121		2-6-0	Cooke	1490	1883	17x22	50	75000	86000	33*
122		2-6-0	Cooke	1491	1883	17x22	50	75000	86000	34*
123		2-6-0	Dickson	450	1883	19x24	57	84000	98000	666*
124		2-6-0	Dickson	451	1883	19x24	57	84000	98000	667*
125		4-4-0	Dickson	457	1884	19x24	68			To ML 186
125		4-4-0	Fr. M.L.	186						470*
126		4-4-0	Dickson	458	1884	19x24	68			To ?
126		4-4-0	Dickson		1883	From ?				Expl. 8-1894
126		4-4-0	Dickson	926	1895	19x24	69	79000	108000	922*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Weights Tot.	Disposition
127		2-6-0	Cooke	1542	1884	17x22	50	75000	86000	26*
128		2-6-0	Cooke	1543	1884	17x22	50	75000	86000	27*
129	S. S. Auch'closs	2-6-0	Kingsland		1883	17x22				35*
130		2-6-0	Cooke	1588	1884	19x24	57	84000	98000	663*
131		2-6-0	Cooke	1589	1884	19x24	57	84000	98000	664*
132		2-6-0	Cooke	1590	1884	19x24	57	84000	98000	665*
133		4-4-0	Cooke	1591	1884	19x24	68	66000	94000	947*
134		4-4-0	Cooke	1592	1884	19x24	68	66000	94000	948*
135		2-6-0W	Cooke	1779	1887	19x24	57	98000	114000	655*
136		4-4-0	Cooke	1771	1887	19x24	68	67000	98000	945*
137		2-6-0W	Dickson	643	1888	19x24	58	98000	114000	638*
138		2-6-0W	Dickson	652	1888	17x22	51	82000	94000	21*
139		2-6-0W	Dickson	653	1888	17x22	51	82000	94000	22*
140		2-6-0W	Dickson	654	1888	17x22	51	82000	94000	23*
141		4-4-0	Dickson	650	1888	19x24	69	72000	99000	940*
142		4-4-0	Dickson	651	1888	19x24	69	72000	99000	941*
143		2-6-0W	Dickson	706	1889	19x24	58	98000	114000	620*
144		2-6-0W	Dickson	707	1889	19x24	58	98000	114000	621*
145		4-4-0	Fr. ML	55	1891					937*
146		4-4-0	Fr. ML	57	1891					435*
147		2-6-0W	Dickson	836	1891	17x24	51	84000	97000	14*
148		2-6-0W	Dickson	837	1891	17x24	51	84000	97000	15*
149		2-6-0W	Dickson	838	1891	17x24	51	84000	97000	16*
150		4-4-0	Dickson	832	1891	19x24	69	78000	105000	932*
151		4-4-0	Dickson	833	1891	19x24	69	78000	105000	933*
152		4-4-0	Dickson	834	1891	19x24	69	78000	105000	934*
153		4-4-0	Dickson	835	1891	19x24	69	78000	105000	935*
154		2-6-0W	Dickson	843	1891	19x24	63	101000	115000	520*
155		2-6-0W	Dickson	844	1891	19x24	63	101000	115000	521*
156		4-4-0	Cooke	2219	1892	18½x24	64	79000	108000	537*
157		4-4-0	Cooke	2220	1892	18½x24	64	79000	108000	538*
158		4-4-0	Cooke	2230	1892	18½x24	64	79000	108000	539*
159		4-4-0	Cooke	2231	1892	18½x24	64	79000	108000	540*
160		4-4-0	Cooke	2256	1893	18½x24	64	79000	108000	534*
161		4-6-0W	Cooke	2257	1893	20x24	63	112000	140000	690*
162		4-6-0W	Cooke	2258	1893	20x24	63	112000	140000	691*
163		4-4-0W	Dickson	938	1896	19x24	69	87000	126000	914*
164		4-4-0W	Dickson	938	1896	19x24	69	87000	126000	915*
165		4-4-0W	Dickson	1011	1898	20x26	63	90200	129800	971*
166		4-4-0W	Dickson	1012	1898	20x26	63	90200	129800	972*

Roster Notes

1st 1. Orange. Retired. 1863.
1st 2. Essex. Cost $1500. Sold to Iron R. R. of Ohio.
1st 3. Speedwell. Returned to S. Vail, in exchange for Dover #3.
2nd 4. Morris. Renamed "Rockaway", 1864.
2nd 5. Warren. First M. & E. locomotive with link motion.
1st 7. Sold to N. J. R. R. & T. Co., No. 7.
1st 9. Sold to N. J. R. R. & T. Co., No. 9.
1st 12. Rebuilt by Norris & Son, 1867.
2nd 12. From M. L. #151. To 18x24 Cyls., and 57½" drivers at Kingsland
17. Rebuilt Kingsland, 1896. 17x22 Cyls. 57½" drivers.
18. Whippany. Renamed "E. S. Auchincloss". To 17x22 cyls. 57½" DD.
20. Rebuilt Kingsland, 1897. To 17x24 cyls. 57" DD.
22. Ordered as #125.
2nd 23. From Passaic & Delaware #1, 1882. ex-Schuylkill.
1st 24. Sold to Bangor & Portland R. R. #1, 1879.
1st 25. Sold to Rome, Watertown & Ogdensburg R. R., 7-25-81.
1st 27. Built for the U. S. Military R. R. Bought from M. & St. P. R. R.
1st 28. Built for the U. S. Military R. R. Bought from M. & St. P. R. R.
2nd 29. From M. L. #57, 6-1889. Returned to M. L. #57, Oct. 1889.
3rd 29. From M. L. #183, 1890.
31. Rebuilt Kingsland, 1897. 17x22 cyls. 57½" DD.
37. Renamed "Roseville".
39. Sold Rome, Watertown & Ogdensburg R. R., 7-25-81.
42. Rebuilt Kingsland, 1885. 51" D. D.
43. Rebuilt Kingsland, 1895. 51" D. D.
44. Rebuilt Kingsland, 1899. 51" D. D.
45. Rebuilt Kingsland, 51" D. D.
1st 57. From Newark & Bloomfield R. R. #1, 1868.
62. Rebuilt Kingsland, 1896.
70. Rebuilt culm burner, Kingsland, 1896. 50" DD.
74. Rebuilt Kingsland, 1899.
75. Rebuilt Kingsland, 1896.
76. Rebuilt Kingsland, 1895, for passenger helper service.
77. Renamed "Wiehauken", 1878. Rebuilt as above, Kingsland, 1895.
80. Rebuilt, Kingsland, 1896.
1st 83. Purchased from C. Dillon.
1st 84. Purchased from C. Dillon.

1st 85. From Ohio & Mississippi R. R., 1871.
2nd 85. Renamed "Sam Sloan".
86. From O. & M. R. R., 1871.
1st 88. From O. & M. R. R., 1871. Sold Pt. Jervis & Monticello #3, 1876.
2nd 88. Rebuilt Kingsland, 12-1893.
1st 91. From O. & M. R. R., 1871.
2nd 92. Rebuilt Kingsland, 1896.
1st 93. From O. & M. R. R., 1871.
94. From O. & M. R. R., 1871.
1st 96. To Utica #17, August, 1872. (Some doubt regarding this transfer)
97. Rebuilt Kingsland, 1897.
98. Renamed "Whippany".
2nd 100. "Centennial" purchased in 1879.
101. Renamed "Oxford". Rebuilt Kingsland, 1894.
106. Renamed "Moses Taylor".
107. Renamed "William W. Phelps".
1st 116. From Buff. #13, Oct. 1882. Returned to Buff. #15, 1883.
2nd 116. Cylinders changed to 18" x 24".
2nd 125. Received in exchange for, or in place of, 1st #125 (C/N 457). Cylinders changed to 18" x 24".
1st 126. Disposition unknown.
2nd 126. Replaced 1st 126. Destroyed by boiler explosion, Glen Ridge, N. J. in 1894.

Newark & Bloomfield R. R.

The N. & B. Railroad was incorporated March 26th, 1852, and was opened to traffic July 1st, 1856, from Newark Junction to Bloomfield. Through the N. & B. Extension R. R., this line later reached Montclair, a total of 4.2 miles. These roads were leased to the M. & E. R. R., April 1st, 1868, and were included in the lease of that road to the D. L. & W., the same year. Outside diameter of driving wheels shown.

1. "Bloomfield" 4-4-0 N.J.L.W. 1858 13x20 54" 46750# To M&E #57 Scrapped 1887.

New York, Lackawanna and Western Railroad

In order to secure a western outlet for the D. L. & W., the N. Y. L. & W. was incorporated Aug. 24th, 1880, and was constructed between Binghamton and Buffalo, 214 miles. The road was opened in September,

1882, and was leased by the D. L. & W. on October 2nd, 1882. Connection was made with the Cayuga & Susquehanna, at Owego, thus ending the trackage agreement with the Erie R. R., that had existed for over 25 years.

The main locomotive shops of the division were located at East Buffalo, where five new locomotives were built and 13 passenger engines were converted to culm burners. Relatively few wide fireboxes were used on freight locomotives. Six moguls, so equipped, were received in 1887, eight in 1892 and two consolidations in 1889, all of which were eventually transferred to the Main Line.

In anticipation of the heavy traffic on this new division a large number of new locomotives was ordered. About twenty-four eight wheelers and some fifty moguls were received in 1882 and 1883, the latter type including a number of yard engines. It appears that many of the freight engines were received from the builders before they were actually needed, and were transferred to the Main Line and later replaced by engines of the same design and numbers. Some of those sent to the Main Line eventually returned to the Buffalo Division in later transfers of equipment, which occurred constantly during the existence of this division, until about 1900. In fact, there was so much interchanging of locomotives that it is quite possible that some of the changes are not recorded here, and, by 1899, a considerable percentage of the engines on the Buffalo Division was made up of cast-offs from the Main Line, generally received in exchange for their relatively new power.

The division shops produced several noteworthy passenger engines, which were credited with unusual speed performances. Among these were Nos. 133 and 134, built in 1892, and equipped with 73″ (OD) driving wheels, breaking the long established company standard of 69″ drivers for passenger service. Nos. 72 and 74 were rebuilt with the 73″ wheels, in 1893.

Engines 13 and 70 to 78, were received from the Dickson Company, in 1882, with 56 7/16″ diameter driving wheel centers, all of which were shortly changed to the standard 62″, except No. 76, which was transferred to Utica Div. #21, in 1883, and to Main Line #147, in 1888. It was renumbered 10, in 1892, 969 in 1899, and to 499, in 1904. It was sold to the Delaware & Eastern R. R., in 1908, and must have approached a record for different numbers carried during a span of about thirty years.

In general, the locomotives of this division were probably the least interesting on the Lackawanna System. None bore names and there was a monotony in the long roster of moguls, identical in all respects, except their road numbers. The assortment of outmoded power from the Main Line added little of interest and nothing to the efficiency of the Buffalo Division locomotives.

Rosters show the diameter of driving wheel CENTERS.

New York, Lackawanna & Western R. R.
(Buffalo Division)

No.	Type	Builder	C/N	Date	Cyls.	DD	OD	Total	To or From	Date	1899 No.
1	4-4-0	Cooke	1227	1882	19x24	62½	65000	98700		c1897	905
2	4-4-0	Cooke	1228	1882	19x24	62½	65000	98700		c1897	906
3	4-4-0	Cooke	1229	1882	19x24	62½	65000	98700			927
4	4-4-0	Cooke	1230	1882	19x24	62½	65000	98700		c1897	907
5	4-4-0	Cooke	1231	1882	19x24	62½	65000	98700		c1897	908
6	4-4-0	Cooke	1232	1882	19x24	62½	65000	98700			955
7	4-4-0	Cooke	1233	1882	19x24	62½	65000	98700		c1896	916
8	4-4-0	Cooke	1234	1882	19x24	62½	65000	98700			956
9	4-4-0	Cooke	1235	1882	19x24	62½	65000	98700			923
10	4-4-0	Cooke	1236	1882	19x24	62½	65000	98700		c1896	917
11	4-4-0	Dickson	328	1882	19x24	62½	71300	92800		c1898	902
12	4-4-0	Dickson	329	1882	19x24	62½	71300	92800		c1898	903
13	4-4-0	Dickson	330	1882	19x24	62½	71300	92800	To M&E 116	1882	
13	4-4-0	Dickson	398	1883	19x24	56½	71300	92800			957
14	4-4-0	Dickson	331	1882	19x24	62½	71300	92800	To ML 157	1883	
14	4-4-0	Cooke	1403	1883	19x24	62½	65000	89700		c1896	918
15	4-4-0	Dickson	332	1882	19x24	62½	71300	92800	To ML 158	1883	
15	4-4-0	From M&E	116	1883		62½	71300	92800			958
16	2-6-0	Dickson	304	1881	18x24	51	81200	93000			277
17	2-6-0	Dickson	305	1881	18x24	51	81200	93000			278
18	2-6-0	Dickson	306	1881	18x24	51	81200	93000			279
19	2-6-0	Dickson	307	1881	18x24	51	81200	93000			280
20	2-6-0	Dickson	308	1881	18x24	51	81200	93000			281
21	2-6-0	Dickson	309	1881	18x24	51	81200	93000			282
22	2-6-0	Dickson	310	1881	18x24	51	81200	93000			283
23	2-6-0	Dickson	311	1881	18x24	51	81200	93000			284
24	2-6-0	Dickson	312	1881	18x24	51	81200	93000			285
25	2-6-0	Dickson	313	1881	18x24	51	81200	93000	To ML 166	1882	
25	2-6-0	Dickson	353	1882	18x24	51	81200	93000			286
26	2-6-0	Dickson	314	1881	18x24	51	81200	93000	To ML 167	1882	
26	2-6-0	From ML	173	1882							287
27	2-6-0	Dickson	321	1882	18x24	51	81200	93000	To ML 168	1882	
27	2-6-0	Dickson	352	1882	18x24	51	81200	93000			288
28	2-6-0	Dickson	322	1882	18x24	51	81200	93000	To ML 169	1882	
28	2-6-0	Cooke	1434	1883	18x24	51	81200	93000			289

No.	Type	Builder	C/N	Date	Cyls.	DD	OD	Total	To or From	Date	1899 No.
29	2-6-0	Dickson	323	1882	18x24	51	81200	93000	To ML 170	1882	
29	2-6-0	Cooke	1435	1883	18x24	51	81200	93000			290
30	2-6-0	Dickson	324	1882	18x24	51	81200	93000	To L&B 28	1882	
30	2-6-0	Dickson	354	1882	18x24	51	81200	93000			291
31	2-6-0	Dickson	325	1882	18x24	51	81200	93000	To ML 171	1882	
31	2-6-0	Dickson	355	1882	18x24	51	81200	93000			292
32	2-6-0	Dickson	326	1882	18x24	51	81200	93000	To ML 172	1882	
32	2-6-0	Dickson	356	1882	18x24	51	81200	93000			293
33	2-6-0	Dickson	327	1882	18x24	51	81200	93000	To ML 173	1882	
33	2-6-0	Dickson	357	1882	18x24	51	81200	93000			294
34	2-6-0	Cooke	1407	1882	18x24	51	81200	93000			295
35	2-6-0	Cooke	1408	1882	18x24	51	81200	93000			296
36	2-6-0	Cooke	1253	1882	18x24	51	81200	93000			297
37	2-6-0	Cooke	1254	1882	18x24	51	81200	93000			298
38	2-6-0	Cooke	1255	1882	18x24	51	81200	93000			299
39	2-6-0	Cooke	1256	1882	18x24	51	81200	93000			301
40	2-6-0	Cooke	1237	1882	18x24	51	81200	93000	To ML 55	1882	
40	2-6-0	Cooke	1238	1882	18x24	51	81200	93000			302
41	2-6-0	Cooke	1242	1882	18x24	51	81200	93000	To ML 147	1882	
41	2-6-0	Cooke	1239	1882	18x24	51	81200	93000			303
42	2-6-0	Cooke	1243	1882	18x24	51	81200	93000	To ML 148	1882	
42	2-6-0	Cooke	1385	1882	18x24	51	81200	93000			304
43	2-6-0	Cooke	1244	1882	18x24	51	81200	93000	To ML 149	1882	
43	2-6-0	Cooke	1386	1882	18x24	51	81200	93000			305
44	2-6-0	Cooke	1245	1882	18x24	51	81200	93000	To ML 150	1882	
44	2-6-0	Cooke	1387	1882	18x24	51	81200	93000			306
45	2-6-0	Cooke	1246	1882	18x24	51	81200	93000	To ML 151	1882	
45	2-6-0	Cooke	1388	1882	18x24	51	81200	93000			307
46	2-6-0	Cooke	1247	1882	18x24	51	81200	93000	To ML 152	1882	
46	2-6-0	Cooke	1389	1882	18x24	51	81200	93000			308
47	2-6-0	Cooke	1248	1882	18x24	51	81200	93000	To ML 153	1882	
47	2-6-0	Cooke	1390	1882	18x24	51	81200	93000			309
48	2-6-0	Cooke	1249	1882	18x24	51	81200	93000	To ML 154	1882	
48	2-6-0	Cooke	1391	1882	18x24	51	81200	93000			310
49	2-6-0	Cooke	1250	1882	18x24	51	81200	93000	To ML 155	1882	
49	2-6-0	Cooke	1392	1882	18x24	51	81200	93000			311
50	2-6-0	Cooke	1393	1882	18x24	51	81200	93000			312
51	2-6-0	Cooke	1394	1882	18x24	51	81200	93000			313
52	2-6-0	Cooke	1395	1882	18x24	51	81200	93000			314

No.	Type	Builder	C/N	Date	Cyls.	DD	OD	Total	To or From		Date	1899 No.
53	2-6-0	Cooke	1396	1883	18x24	51	81200	93000				315
54	2-6-0	Cooke	1397	1883	18x24	51	81200	93000				316
55	2-6-0	Cooke	1398	1883	18x24	51	81200	93000				317
56	2-6-0	Cooke	1399	1883	18x24	51	81200	93000				318
57	2-6-0	Cooke	1436	1883	18x24	51	81200	93000				603
58	2-6-0	Cooke	1437	1883	18x24	51	81200	93000				319
59	2-6-0	Cooke	1438	1883	18x24	51	81200	93000				320
60	2-6-0	Cooke	1439	1883	18x24	51	81200	93000				321
61	2-6-0	Cooke	1440	1883	18x24	51	81200	93000				322
62	2-6-0	Cooke	1441	1883	18x24	51	81200	93000				323
63	2-6-0	Cooke	1442	1883	18x24	51	81200	93000				324
64	2-6-0	Cooke	1443	1883	18x24	51	81200	93000				325
65	4-4-0	Cooke	1400	1883	19x24	62½	65000	89700	To ML	55	1886	
65	2-6-0	From ML	55	1886								326
66	4-4-0	Cooke	1401	1883	19x24	62½	65000	89700	To ML	151	1886	
66	2-6-0	From ML	151	1886								327
67	4-4-0	Cooke	1402	1883	19x24	62½	65000	89700			c1896	909
68	2-6-0T	Cooke	1473	1883	17x22	41	74400	85500	To ML	165	1886	
68	2-8-0-	From ML	165	1886								723
69	2-6-0T	Cooke	1474	1883	17x22	41	74400	85500	To ML	148	1886	
69	2-6-0	From ML	148	1886								602
70	4-4-0	Dickson	389	1882	19x24	56½	71300	92800			c1896	910
71	4-4-0	Dickson	390	1882	19x24	56½	71300	92800				901
72	4-4-0	Dickson	391	1882	19x24	56½	71300	92800				968
73	4-4-0	Dickson	392	1882	19x24	56½	71300	92800				959
74	4-4-0	Dickson	393	1882	19x24	56½	71300	92800				967
75	4-4-0	Dickson	394	1882	19x24	56½	71300	92800			c1898	904
76	4-4-0	Dickson	395	1882	19x24	56½	71300	92800	To Utica	21	1883	
76	2-6-0T	Cooke	1475	1883	17x22	41	74400	85500				68
77	4-4-0	Dickson	396	1882	19x24	56½	71300	92800	To ML	165	1886	
77	2-6-0T	From ML	165	1886								42
78	4-4-0	Dickson	397	1882	19x24	56½	71300	92800	To ML	148	1886	
78	2-6-0T	From ML	148	1886								43
79	4-4-0	Cooke	1514	1883	17x22	41	74400	85500				44
80	0-6-0	Scranton		1883	17x22	41	76000	76000				39
81	0-6-0	Scranton		1883	17x22	41	76000	76000				40
82	0-6-0	Scranton		1884	17x22	41	76000	76000				41
83	2-8-0	Dickson	461	1884	20x24	45			To ML	160	1885	
83	2-6-0	From ML	160	1885								670

No.	Type	Builder	C/N	Date	Cyls.	DD	OD	Total	To or From	Date	1899 No.
84	2-8-0	Dickson	462	1884	20x24	45			To ML 176	1884	
84	2-6-0	Buffalo		1886	19x24	51	84000	98000			639
85	2-6-0W	Cooke	1772	1887	19x24	51	93600	109000	To ML 161	1888	
85	2-6-0	From ML	161	1888							671
86	2-6-0	Cooke	1544	1886	17x22	41	74400	85500	To L&B 32	1886	
86	2-6-0W	Cooke	1773	1887	19x24	51	93600	109000	To ML 163	1888	
86	2-6-0	From ML	163	1888							672
87	2-6-0W	Cooke	1774	1887	19x24	51	93600	109000	To ML 23	1898	
87	2-6-0	From ML	134	1898							661
88	2-6-0W	Cooke	1775	1887	19x24	51	93600	109000	To ML 45	1898	
88	2-6-0	From ML	135	1898							662
89	2-6-0	Cooke	1776	1887	19x24	51	93600	109000	To ML 159	1888	
89	2-6-0	From ML	159	1888							673
90	2-6-0W	Cooke	1777	1887	19x24	51	93600	109000	To ML 61	1898	
90	2-6-0	From ML	156	1898							328
91	2-8-0	From ML	160	1888							724
92	2-8-0	From ML	164	1888							725
93	2-6-0	From ML	179	1888							674
94	2-6-0	From ML	178	1888							675
95	2-6-0	From ML	162	1888							676
96	2-6-0	From ML	177	1888							677
97	2-6-0	From ML	149	1888							329
98	2-6-0	Buffalo		1889	19x24	51	84000	98000			618
99	2-6-0	From ML	140	1889							330
100	2-6-0	From ML	150	1889							331
101	2-6-0	From ML	152	1889							332
102	2-6-0	From ML	153	1889							333
103	2-6-0	From ML	154	1889							405
104	2-6-0	From ML	155	1889							406
105	2-6-0	From ML	167	1889							334
106	2-6-0	From ML	168	1889							335
107	2-6-0	From ML	144	1889							336
108	2-6-0	From ML	169	1889							337
109	2-6-0	From ML	170	1889							338
110	2-6-0	From ML	171	1889							339
111	2-8-0W	Dickson	716	1889	20x24	45			To ML 175	1898	
111	2-6-0	From ML	166	1898							340
112	2-8-0W	Dickson	715	1889	20x24	45			To ML 176	1898	
112	2-8-0	From ML	175	1898							722

No.	Type	Builder	C/N	Date	Cyls.	DD	OD	Total	To or From	Date	1899 No.
113	2-8-0	From ML	109	1890					To ML	156 1898	
113	2-8-0	From ML	176	1898							726
114	4-6-0W	From ML	94	1890							354
115	2-6-0	From ML	1	1890					Sc	6-7-99	
116	4-6-0	From ML	28	1890					Sc	5-12-99	
117	4-6-0	From ML	26	1890							393
118	4-6-0	From ML	37	1890					Sc	5-12-1899	
119	4-6-0	From ML	90	1890					Sc	6-7-1899	
120	4-6-0	From ML	106	1890							363
121	2-6-0	From ML	143	1890							343
122	4-6-0	From ML	85	1890							365
123	4-4-0	Buffalo		1891	19x24	62				c1896	919
124	4-4-0	From ML	182	1892							949
125	2-6-0W	Dickson	865	1892	19x24	51	100000	115000	To ML	125 1898	
125	2-6-0	From L&B	225	1898							509
126	2-6-0W	Dickson	866	1892	19x24	51	100000	115000	To ML	134 1898	
126	2-6-0	From L&B	224	1898							511
127	2-6-0W	Dickson	867	1892	19x24	51	100000	115000	To ML	135 1898	
127	2-6-0	From L&B	227	1898							505
128	2-6-0W	Dickson	868	1892	19x24	51	100000	115000	To ML	128 1898	
128	2-6-0	From L&B	228	1898							508
129	2-6-0W	Dickson	869	1892	19x24	51	100000	115000	To ML	141 1898	
129	2-6-0	From L&B	229	1898							510
130	2-6-0W	Dickson	870	1892	19x24	51	100000	115000	To ML	142 1898	
130	2-6-0	From L&B	230	1898							506
131	2-6-0W	Dickson	871	1892	19x24	51	100000	115000	To ML	166 1898	
131	2-6-0	From L&B	231	1898							507
132	2-6-0W	Dickson	872	1892	19x24	51	100000	115000	To ML	172 1898	
132	2-6-0	From ML	172	1898							341
133	4-4-0	Buffalo		1892	19x24	66	74000	98000			966
134	4-4-0	Buffalo		1892	19x24	66	74000	98000			965

Roster Notes — Buffalo Division

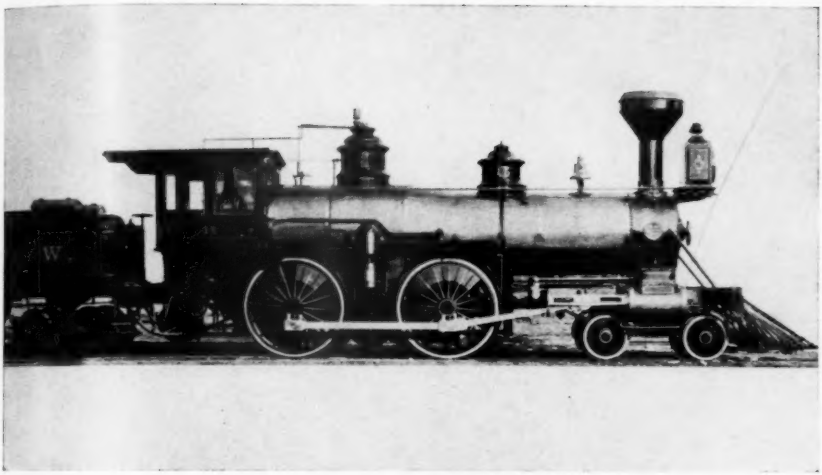
All rebuilding to culm burners was done at the East Buffalo Shops.

1st 13. Delivered as M&E #116, returned to Buffalo #15, 1883.
2nd 13. Ordered as #79; changed to #13, to replace above engine.
57. Rebuilt in 1899 with 19″ x 24″ cylinders. Wts. 98200-115000.
2nd 69. Rebuilt in 1899 with 19″ x 24″ cylinders. Wts. 98200-115000.
72. Rebuilt with 66″ driving wheel centers, in 1893.
74. Rebuilt with 66″ driving wheel centers, in 1893.

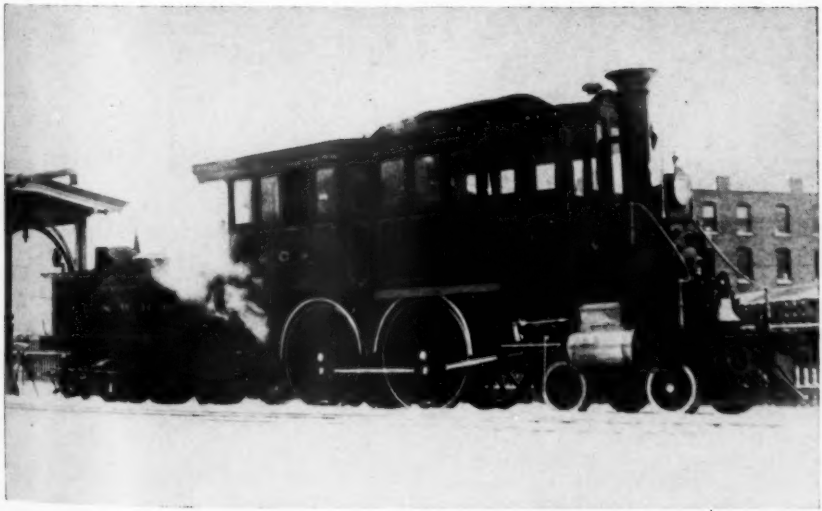
Oswego & Syracuse R. R.

The O. & S. R. R. was incorporated April 29th, 1839, and was opened to traffic on May 14th, 1848, from Syracuse to Oswego, 34.9 miles. The road was six-foot gauge and was leased to the D. L. & W., on February 13th, 1869. All of its engines originally had narrow fireboxes, except second Nos. 15 and 16, which were built new with wide fireboxes. One engine, No. 9, was converted to a culm burner for use on the O. & S. Others were converted, but only after they had left that division. 1899 renumbering marked *. Roster shows diameter of wheel CENTERS.

No.	Name	Type	Builder	C/N	Date	Cyls.	DD	Disposition
1	Oswego	4-4-0	R.K.&G.	168	1849	11½x20	54	Sc 1879
2	Ontario	4-4-0	R.K.&G.	169	1849	11½x20	54	Sc 1874
2	George Skinner	4-4-0	From No. 5		1874			18*
3	Frontier	4-4-0	R.K.&G.	271	1851	11½x20	54	
3	Allen Munroe	4-4-0	R.K.&G.	526	1854	11½x22	48	
3	No name	4-4-0	Rome	328	1888	16x24		5*
4	F. T. Carrington	4-4-0	R.K.&G.	625	1855	12x22	54	98*
5	Toronto							
5	George Skinner	4-4-0	R.K.&G.	810	1858	14x22	48	To 2 1874
5	N. W. Moore	4-4-0	From Utica No. 5		1874			29*
6	Gilbert Mollison	4-4-0	R.K.&G.	1383	1866	15x22	54	8*
7	Wyoming	4-4-0	From DL&W No. 3		1869			143*
8	Thompson Kingsford	4-4-0	From OC&A No. 1		1870			To Utica No. 3 1874
8	Morgan Bryan	4-4-0	From Utica No. 8		1874			147*
9	John Dunn	4-4-0	From OC&A No. 2		1870			To Utica No. 4 1874
9	Geo. F. Thompson	2-6-0	From Utica No. 17		1874			c1898 413*
10	L. L. Kenyon	4-4-0	From OC&A No. 3		1870			To Utica No. 5 1874
10	Norwich	2-6-0	From Utica No. 19		1874			269*
11	James Frazee	4-4-0	From OC&A No. 4		1870			To Utica No. 6 1874
11	M. C. Comstock	4-4-0	From Utica No. 7		1874			148*
12	Chouaguen	4-4-0	Dickson	101	1872	16x24		3*
13	Normanskill	2-6-0	Dickson	71	1870	18x24	50	To Utica 29 1893

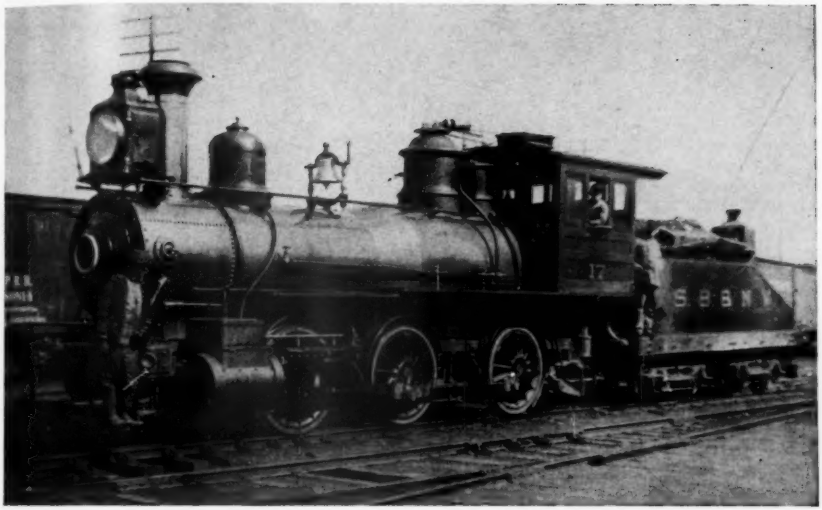


Buffalo Division 15. Dickson, 1882. To 954.



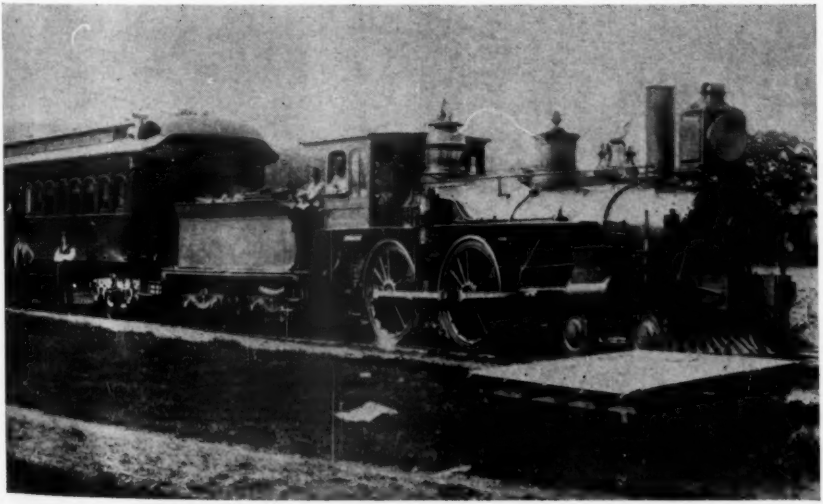
Courtesy of Dr. F. F. Sornberger.

D. L. & W. "C". Formerly Oswego & Syracuse 4. Rebuilt 1885.



Courtesy of Dr. F. F. Sornberger.

S. B. & N. Y. 17. Syracuse Shops, 1894. To 65.



Courtesy of Wm. J. Rugen.

Sussex R. R. 3, "John I. Blair". D. C. & Co., 1865. Scrapped 189?

No.	Name	Type	Builder	C/N	Date	Cyls.	DD	Disposition
14	Ahwaga	0-6-0	From DL&W 109		1875			• 20*
15	L. L. Kenyon	4-4-0	From Utica No. 5		1874			Sc 1899
15		4-4-0W	Scranton Shops		1899	19x24	62	960*
16	Thom. Kingsford	4-4-0	From Utica No. 3		1875			Sc 1889
16		2-6-0W	Syracuse Shops		1889	19x24	50	635*
17	Economy	4-6-0	From DL&W No. 48		1876			Sc
18	Success	4-6-0	From DL&W No. 49		1876			Sc

Roster Notes

The road may have had an engine named "Vixen".

1st 2. May have been renamed "Toronto".
2nd 2. Rebuilt 0-6-0, Syracuse, 1889.
3rd 3. From Syracuse & Baldwinsville R. R. #3, 1892.
4. Rebuilt to inspection engine, 1885.
1st 5. May be "Ontario" (#2) renamed.
3rd 5. Renamed "Sam. Sloan, Jr."
6. Rebuilt 0-6-0, Syracuse, 1895.
2nd 8. Renamed "James Buchanan".
2nd 10. Rebuilt Syracuse, 1886.
2nd 11. Renamed "E. A. Van Horne".
13. From D. & H. #80, 1875.
14. Rebuilt Syracuse, 1888.

PASSAIC & DELAWARE R. R.

This railroad, chartered October 22nd, 1878, was successor to the New Jersey West Line R. R., extending from Summit to Gladstone, N. J., 14 miles, and was leased to the D. L. & W., November 1st, 1882. The P. & D. Extension R. R., Gladstone to Bernardsville, 7.4 miles, was built in 1890.

1. "Schuylkill" 4-4-0 Baldwin To M&E No. 23, 1882. Renamed "Sterling" Sc. 1893

SUSSEX RAILROAD

The Sussex R. R. was originally chartered as the Sussex Mine R. R., March 9th, 1848. It was re-organized January 9th, 1850, and adopted its present title on February 5th, 1853. The road was opened to traffic on December 11th, 1854. This road, upon its ultimate completion, extended from Netcong to Branchville, N. J., 21 miles. It connected with the M. & E. at Stanhope, and was leased to the D. L. & W.

Its first two locomotives were originally built for the Paterson & Ramapo R. R., a standard gauge road, which was taken over by the broad gauge Erie, in 1851. The P. & R. gauge was changed to six-foot, and these two engines, named "Ramapo" and "New York", were bought by the Sussex R. R. and renamed "David Ryerson" and "Gov. Haines", and were again renamed "Aaron Peck" and "A. S. Hewitt". They were scrapped in 1879.

										1899 No.
1	David Ryerson	4-4-0	R.K.&G.	142	1848	14½x18	66			
2	Gov. Haines	4-4-0	R.K.&G.	143	1848	14½x18	66			
3	John I. Blair	4-4-0	D.C.&Co.		1865					
4	Franklin	4-4-0	Cooke(?)			17x24	54			123
5	Wallkill	4-4-0	Danforth	734	1871	17x24	51	58000	85000	150
6	Old Sussex	4-4-0	Danforth	776	1872	17x24	56	56000	82000	145
7	E. F. Hatfield, Jr.	4-4-0	Danforth	1077	1880	18x24	57	57000	84000	448
8	Newton	4-4-0	Danforth	1094	1880	18x24	57	57000	84000	449
9	Mt. Holly	2-6-0	Danforth		1881	17x24	44	56000	78000	122

Roster shows diameter of driving wheel CENTERS.
#3 scrapped May, 1899.

SYRACUSE & BALDWINSVILLE R. R.

The S. & B. R. R. was chartered June 2nd, 1886, and was built from Baldwinsville, on the D. L. & W., to Amboy, N. Y., 6 miles, to connect with the New York Central's West Shore Line. The road was foreclosed in 1892, at which time the D. L. & W. obtained an interest in it, which it retained until the road was abandoned, in 1897, during which period no trains were run. Its one engine was assigned to the O. & S. Division, becoming their third No. 3.

3 No. name 4-4-0 N. Y. Loco. Co. 328 1888 16x24 To #5, 1899.

SYRACUSE, BINGHAMTON & NEW YORK R. R.

Incorporated as the Syracuse & Binghamton R. R., on July 2nd, 1851, this road was purchased by the Syracuse & Southern R. R., under a decree of foreclosure of mortgage, for $2,600,000, plus encumbrances of

some $66,000, on October 13th, 1856. The title of Syracuse, Binghamton & New York was adopted on March 31st, 1857. The road extended from Binghamton to Geddes, N. Y., and obtained entrance to Syracuse, on August 12th, 1858, through the purchase of the UNION R. R., from Geddes to Syracuse, 1.25 miles, for about $134,000.

In 1868, the S. B. & N. Y. constructed a connection in Syracuse with the Oswego & Syracuse R. R., at a cost of $390,000.

Although control of this road through stock purchase was gained by the D. L. & W. at an early date, it continued to show its initials on its locomotive tenders until the renumbering of 1899. This was contrary to and the only exception to the standard practice of having "D. L. & W." on the tenders, although each of the subsidiary lines had its own series of numbers and usually placed its initials on the flangeboard of the tender. The track gauge was six feet. The company's main shops were at Syracuse, where extensive rebuilding and new construction was done for both the S. B. & N. Y. and the O. & S. railroads.

The twelve Hinkley engines received in 1853 and 1854, Nos. 2 to 12, were renumbered, probably sometime before October, 1867. It appears that this renumbering was done in order to place the passenger engines (those having 60" and 66" driving wheels) in the low numbers, and the 54" wheel engines, probably freight, in the higher numbers. Why the "Homer" was not changed at this time is not evident, although it was apparently changed to No. 5, at a later date. These twelve locomotives were inside connected 4-4-0's, and were rebuilt to outside connected within a few years of their being placed in service. Engines "McClellan" and "Von Moltke", which according to D. L. & W. records were built in 1867, do not appear on the rosters in the annual reports for 1867 and 1868.

In connection with the renumbering of engines Nos. 1 to 12, there is a possibility that this was an initial assignment of numbers rather than a renumbering, as the records of the Hinkley Locomotive Company indicate that these engines left their plant without road numbers, which was not an unusual practice at that time.

The #5, built in 1892, was constructed from the plans of the D. L. & W. 240 class, all of which were built at the Kingston Shops.

Inasmuch as most of the early records of this road have been destroyed, as stated before, the roster presented herewith is incomplete and contains items, some of which have not been confirmed, and others which appear to be contradictory. These have been included because it is hoped that they may furnish clews to some of the changes that are not recorded here, or may help to confirm data yet to be obtained.

The road was changed to standard gauge about the same time as the rest of the Lackawanna System, 1876, and, while most of the original Hinkley engines had been rebuilt to some degree during the twenty-three years preceeding this date, it is doubtful that many of them were then worth the expense of changing to the new track gauge. These were

retired, although some were not actually scrapped until some time later. A small number of them were so thoroughly rebuilt that they remained in service for some years. In at least one case, that of the engine "Homer", the rebuilding resulted in a change of type from 4-4-0 to 0-4-0, and probably an almost entirely new machine.

OUTSIDE measurement of driving wheels is shown in the roster.

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Weights Tot.	Disposition
1	Marathon		Norris							
1	Homer	4-4-0	Hinkley	488	1853	15x20	48		20T	To No. 5
1	Syracuse	0-4-0	Fr. ML	101	1879					
1	Von Moltke	2-6-0	Fr. No.	14						c1891 526*
2	Anthracite	4-4-0	Hinkley	489	1853	16x20	54		26T	To 11 1867
2	Cortland	4-4-0	Fr. No.	8	1867					Sc 1877
2	W. K. Niver	2-6-0	Fr. ML	No. 2	1877					c1897 218*
3	Lisle	4-4-0	Hinkley	490	1853	15x20	48			To 12 1867
3	Onondaga	4-4-0	Fr. No.	12	1867					
3	Lisle	4-4-0	Fr. No.	12						Reb 0-6-0 1893
3		0-6-0	Reb. Syracuse		1893	18x24	45		98500	67*
4	Susquehanna	4-4-0	Hinkley	491	1853	16x20	54		26T	To 7 1867
4	Broome	4-4-0	Fr. No.	11	1867					Reb 0-6-0 1888
4		0-6-0	Reb. Syracuse		1888	17x22	41		79100	19*
5	Chenango	4-4-0	Hinkley	492	1853	16x20	54		26T	To 10 1867
5	Oswego	4-4-0	Fr. No.	9	1867					
5	Homer	4-4-0	Fr. No.	1						Reb 0-4-0 1876
5	Homer	0-4-0	Reb. Syracuse		1876					Sc 1892
5	W. F. Hallstead	4-4-0W	Syracuse		1892	19½x24	69	80800	111500	To ML 187 '92
5		4-4-0	Fr. ML	183	1892					913*
6	Syracuse	4-4-0	Hinkley	493	1853	16x20	54			To 8 1867
6	W. B. Gilbert	4-4-0	Fr. No.	10	1867					Sc 1879
6	Sam Sloan	4-4-0	Syracuse		1879	18x24	69	69500	98000	468*
7	Binghamton	4-4-0	Hinkley	494	1853	16x20	54		26T	To 9 1867
7	Susquehanna	4-4-0	Fr. No.	4	1867					Sc 1877
7	P. Pettebone	4-4-0	Fr. L&B	26	1876					2*
8	Cortland	4-4-0	Hinkley	529	1854	16x20	60		26T	To 2 1867
8	Syracuse	4-4-0	Fr. No.	6	1867					Sc 1878
8	Jas. Buchanan	2-6-0	From ML	25	1878					389*
9	Oswego	4-4-0	Hinkley	530	1854	16x20	66		26T	To 5 1867
9	Tioughnioga	4-4-0	Fr. No.	7	1867					Sc 1878
9	Cortland	2-6-0	Fr. ML	19	1878					c1899 201*
10	W. B. Gilbert	4-4-0	Hinkley	539	1854	16x20	66			To 6 1867

No.	Name	Type	Builder	C/N	Date	Cyls.	DD	Weights OD	Weights Tot.	Disposition
10	Chenango	4-4-0	Fr. No. 5		1867					Sc 1879
10	Binghamton	4-4-0	Syracuse		1879	18x24	69	75200	100800	463*
11	Broome	4-4-0	Hinkley	543	1854	16x20	66		26T	To 4 1867
11	Anthracite	4-4-0	Fr. No. 2		1867					Sc 1876-79
11	Apulia	2-8-0	Baldwin	2869	1872	19x24	51			To ML 34 1879
11	Apulia	0-6-0	Fr. ML 34		1879	18x24	51		98500	63*
12	Onondaga	4-4-0	Hinkley	547	1854	16x20	66		26T	To 3 1867
12	Lisle	4-4-0	Fr. No. 3		1867					To 3 ?
12	Jamesville	0-6-0	Syracuse		188?	17x24				48*
13	McCellan	2-6-0	D.C.&Co.		1867					c1892 525*
14	Von Moltke	2-6-0	D.C.&Co.		1867					To 1 ?
14	?	0-6-0	Syracuse		1870	17x22	47			13*
15	E. F. Holden	4-4-0	Fr. ML 126		1871					149*
16	P. E. Sloan	4-4-0	Fr. ML 127		1871					146*
17	Utica	2-6-0	Fr. ML 131		1872					To Utica 28 1893
17		0-6-0	Syracuse		1894	18x24	51		98500	65*
18	Marathon	4-4-0	Syracuse		1880	18x24	69			c1897 456*
19	Tully	4-4-0	Syracuse		1880	18x24	62			432*
20	Susquehanna	4-4-0	Syracuse		1881	18½x24	62			c1898 427*

Roster Notes

Renumbering of 1899 marked *.
Outside diameter of drivers shown for all Hinkley engines.

1. "Marathon" purchased from Erie & Northeastern R. R.
1. 2-6-0. Dimensions as CB; 19" x 24"; 50 13/16"; 96600; 113800.
2. "W. K. Niver" probably renamed. CB dimensions; 18" x 24"; 50"; 87500; 100500.
7. "Binghamton" renamed "Tioughnioga", 1867.
7. "Payne Pettebone" purchased 4-1-1877.
9. "Cortland". CB dimensions; 18" x 24"; 50"; 91500; 111000.
10. "Binghamton" renamed "W. K. Niver"; renamed "A. H. Schwartz".
11. "Apulia", 2-8-0. Bought from N. Y. & O. M. R. R., 1872-79. Was either #48, "Hamburg", or #53, "Jersey City". C/N 2840 or 2869.
11. "Apulia", 0-6-0. Rebuilt Syracuse, 1896.
12. "Lisle" completely rebuilt, 1867.
13. CB dimensions: 19" x 24"; 51"; 97500#; 114900#.
14. 0-6-0. Rebuilt Syracuse, 1891.
18. "Marathon" renamed "G. M. Hallstead", 1897. CB dimensions; 18" x 24"; 62"; 69000#; 92600#.
19. "Susquehanna". CB dimensions: 18½"x24"; 56"; 74700#; 113900#.

Utica, Chenango & Susquehanna Valley R. R.

The U. C. & S. V. R. R. was incorporated December 18th, 1865, and was opened to traffic October 10th, 1872. It extends from Greene, N. Y. to Utica, 75.6 miles, and from Richfield Jct. to Richfield Springs, 21.7 miles. The road was leased to the D. L. & W. on April 9th, 1870. Its main locomotive shops were located at Utica, where new locomotives were built, in addition to general repairs and rebuilding.

Connection is made with the D. L. & W. through the Greene R. R., which was incorporated October 14th, 1869 and opened in 1871. This road extends from Chenango Forks, on the S. B. & N. Y. R. R., to Greene, N. Y., 8.1 miles, and was leased to the D. L. & W., on April 26th, 1870.

It is of interest to note the large scale transfer of equipment, which took place on this division. Of the 52 locomotives listed on its roster, at least 41 were involved in inter-division transfers, the greatest activity being during the years 1871 to 1875, probably in connection with the D. L. & W.'s change of gauge from six-foot to standard, which took place in 1876.

In "disposition" column, the renumbering of 1899 is shown marked*, without date

Diameter of driving wheel CENTERS shown.

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Tot.	Disposition
1	Lewis Lawrence	4-4-0	Schenect.	459	1867	16x24	57	43000	68000	Sc 6-7-99
2	D. B. Goodwin	4-4-0	Schenect.	460	1867	16x24	57	43000	68000	To M&E 85 1874
2	Industry	4-6-0	From ML	47	1874					c1894 242*
3	A. J. Williams	4-4-0	Schenect.	475	1868	16x24	57	43000	68000	To M&E 106 1874
3	Thom. Kingsford	4-4-0	From O&S	8	1874					To O&S 16 1875
3	Albany	2-6-0	Dickson	54	1870	18x24	50			247*
4	Devillo White	4-4-0	Schenect.	478	1868	16x24	57	43000	68000	To M&E 107 1874
4	John Dunn	4-4-0	From O&S	9	1874					c1896 457*
5	N. W. Moore	4-4-0	Schenect.	536	1869	16x24	57	43000	68000	To O&S 5 1874
5	L. L. Kenyon	4-4-0	From O&S	10	1874					To O&S 15 1875
5	Binghamton	2-6-0	Dickson	55	1870	18x24	50			c1891 254*
6	G. W. Chadwick	4-4-0	Schenect.	537	1869	16x24	57	43000	68000	To M&E 91 1874
6	James Frazee	2-6-0	From O&S	11	1874					c1896 426*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Tot.	Disposition
7	M. C. Comstock	4-4-0	Schenect.	617	1870	16x24	57	43000	68000	To O&S 11 1874
7	Maplewood	4-4-0	From M&E 85		1874					459*
8	R'field Springs	4-4-0	Schenect.	618	1870	16x24	57	43000	68000	To O&S 8 1874
8	Roxbury	4-4-0	From M&E 92		1874					Sc 5-1899
9	Nanticoke	4-4-0	From L&B 2		1871					Sc pr. 1879
9		0-4-0	Utica Shops		1881	15x22	41		62000	1*
10	no name 1873	4-4-0	Rogers		1870	17x24	57	58000	74000	c1896 429*
11	Thos. C. Dow	4-4-0	Rogers		1870	17x24	57	58000	74000	c1893 460*
12	Plymouth	4-4-0	From ML 20		1872					469*
13	no name 1873	2-6-0	Rogers		1873	17x22	57	50400	74500	Gone by 1875
13	Elizabethport	0-4-0	From ML 100		1875					To ML 20 1885
13	Hampton	0-4-0	From ML 20		1885					Sc 5-1899
14	H. Fish	4-4-0	Scranton Shops		1870	16x22	57	58000	74000	c1898 430*
15	W. E. Dodge	2-6-0	From L&B 23		1871					To M&E 92 1874
15	Hanover	4-4-0	From M&E 91		1874					c1899 425*
16	Percy R. Pyne	2-6-0	From L&B 25		1871					To M&E 93 1874
16	Jefferson	4-4-0	From M&E 93		1874					c1898 428*
17	Geo. F. Thompson	2-6-0	From ML 122		1872					To O&S 9 1874
17	Morristown	2-6-0	From M&E 96		1872			See notes		
17	Great Bend	2-6-0	From ML 122		1875					c1895 236*
18	Samuel Hoyt	2-6-0	From L&B 23		1873					To M&E 105 1874
18	Greene	2-6-0	From ML 124		1874					c1890 259*
19	Norwich	2-6-0	Dickson	137	1873	18x24	50	69000	79000	To O&S 10 1874
19	Ben. Cartwright	2-6-0	From ML 130		1874					c1890 260*
20	Cayuga	4-4-0	Utica Shops		1873	17x24	56			To C&S 5 1874
20	Wilkes-Barre	4-6-0	From ML 19		1874					Sc 1882
20	no name	2-6-0	From 1st 21		1882					342*
21	A. C. Salisbury	2-6-0	Dickson	303	1881					To Utica 20 1882
21	no name	4-4-0	From Buff. 76		1883					To ML 147 1888
21	no name	2-6-0	From ML 147		1888					276*
22	no name	4-4-0	Utica Shops		1885	18x24	62	72600	98500	464*
23	no name	2-6-0W	Utica Shops		1888	19x24	50			637*
24	no name	2-6-0W	Utica Shops		1888	19x24	51			To ML 238 1888
24	no name	2-6-0W	Utica Shops		1889	19x24	51			636*

No.	Name	Type	Builder	c/n	Date	Cyls.	DD	Weights OD	Tot.	Disposition
25	no name	2-6-0W	Utitca Shops		1889	19x24	51			To ML 239 1889
25	A. C. Salisbury	4-4-0	Utica Shops		1891	18x24	62			462*
26	no name	4-4-0W	Utica Shops		1892	18x24	56			431*
27	no name	4-4-0W	Utica Shops		1893	18x24	62			461*
28	Utica	2-6-0	Fr. SBNY	17	1893					c1898 207*
29	Normanskill	2-6-0	Fr. O&S	13	1893					c1897 208*

Roster Notes — Utica Division

All rebuilding to culm burners done at Utica Shops.

2nd 2. Renamed "Sam Sloan". 18x24 50″
3rd 3. From D. & H. #24 (77), 1875.
3rd 5. From D. & H. #25 (78), 1875.
1st 8. Renamed "Morgan Bryan". Reb. Utica to 17x24 cyls.
10. From Ohio & Mississippi R. R., 1871. Renamed "Richfield".
11. From Ohio & Mississippi R. R., 1871.
12. Renamed "W. G. Oakman". Reb. Utica, 1885. 18x24 62″.
14. As CB, cyls. 18x24, 56″
2nd 17. This transfer never confirmed.

PART II

Roster of Locomotives in Service
at the General Renumbering of
May 15th, 1899
and
Placed in Service after
that date.

Rosters of Roads Acquired
After the General Renumbering of
May 15th, 1899

The Bangor & Portland Railroad

The Bangor & Portland R. R. is in northeastern Pennsylvania, a highly developed industrial section, and connects with the Lackawanna at Portland, Pa. It is about 36 miles in length, extending to Martin's Creek, Pen Argyl and Bath, and is entirely within Pennsylvania, except for a short branch from Martin's Creek, Pa., across the Delaware River to Martin's Creek, N. J. On July 1st, 1899, the road was consolidated with the Nazareth & Lehigh Ry., and was acquired by the D. L. & W., in 1900, and merged July 1st, 1909.

The line's first locomotive, "Bangor", No. 1, was purchased from the Lackawanna, in 1879. It was the former "Madison", No. 24, of the M. & E. Railroad. Engine "Nazareth", No. 3, was bought from the Belvidere-Delaware R. R., probably about 1882.

In addition to the nine engines shown on the roster, the road also owned an inspection engine of the 2-2-0 type, called the "Dinky", which was destroyed in a wreck, prior to the acquisition of the B. & P. by the Lackawanna.

After these engines were taken over by the latter road, their names were dropped and "B. & P. Div." was painted on the cab sides, although this was later discontinued. Original numbers were retained throughout their service on the D. L. & W., except that Nos. 8 and 9 were changed to 688 and 689, in April, 1911.

No.	Name	Type	Builder	c/n	Date	Cyls.	Weights DD	Weights OD	Tot.	Disposition
1	Bangor	4-4-0	D.C.&Co.		1864	15x22	60			So 1901
2	Pen Argyl	4-4-0	Cooke	1263	1882	18x24				So 1901
3	Nazareth	4-4-0	Baldwin*			17x24	62½	62000	76000	Sc 3-6-06
4	Portland	4-4-0	Cooke	1582	1884	18x24	57	60000	80000	Sc 10-03
5	Martins Creek	2-6-0	Cooke	1769	1886	18x24	55½	68000	84000	Sc 1-05
6	no name	2-6-0	Cooke	2086	1891	18x24	44	66000	82000	Sc 3-3-07
7	Easton	2-6-0	Cooke	2191	1893	18x24	56	71000	102000	Sc 3-3-10
8	no name	4-6-0	Cooke	2386	1898	19x26	54	109000	130000	So 7-1919
9	no name	4-6-0	Cooke	2548	1900	19x26	54	109000	130000	So 7-1919

*3. May have been built by P. R. R.

4. Sold to Delaware Valley R. R.

8 and 9. Changed to 688 and 689, April, 1911. Sold to Wharton & Northern.

Erie & Central New York R. R.

The E. & C. N. Y. was incorporated May 22nd, 1902, as a reorganization of the E. & C. N. Y. Railway, which had been sold under foreclosure on March 29th, 1902. It extends from Cortland to Cincinnatus,

N. Y., 18.3 miles. Construction of the road was started in 1895, and was completed to McGrawville, on Sept. 1st, 1897; to Solon, in October 1897; and to Cincinnatus, on April 29th, 1898. The road was leased by the D. L. & W. in 1903.

This road had but three locomotives, all of which were bought second hand, and they retained their E. & C. N. Y. numbers, for the duration of their service on the Lackawanna.

No.	Name	Type	Builder	c/n	Date	Cyls.	Weights DD	Weights OD	Tot.	Disposition
1	I. H. Palmer	4-4-0	Baldwin	2852	1872	17x24	62	52000	75000	Sc. 1913
2		4-4-0				17x24	62	52000	75000	So 2-10-10
3	W. D. Tisdale	4-4-0	Baldwin	5469	1881	18x24	63	60000	87000	Sc 1-18-04

1. ex-Baltimore & Potomac #11-311; P. W. & B. #21.
2. ex-Lehigh Valley. Sold to Fitz-Hugh, Luther Co. Re-sold to Wyoming Northern R. R.
3. ex-West Chester & Philadelphia #109; later P. W. & B. #152.

HARLEM TRANSFER CO. AND BROOKLYN DOCK & TERMINAL CO.

The Lackawanna acquired by purchase three terminal companies in the New York area, viz; the Harlem Transfer Co., in 1905, the Brooklyn Dock & Terminal Co., and the Brooklyn Wharf & Drydock Co., in 1906, the first two of which contributed locomotives to the D. L. & W. roster.

HARLEM TRANSFER CO.

1	0-4-0T	Baldwin	16030	1898	17½" x 24"	44"	82000 lbs.
2	0-4-4-0	ALCo-GE-IR	66684	1926		38"	132700 lbs. Diesel

These engines were not numbered in the D. L. & W. series. No. 1 was built as a "dummy", completely housed in, the housing being removed at a later date. The original weight of this engine was 90000 lbs. No. 1 was sold to the Drydock Association of Norfolk, Va., on April 3rd, 1942. No. 2 continues in service.

BROOKLYN DOCK & TERMINAL COMPANY

1	0-6-2T	Baldwin	6705	1883	17" x 24"	49"	71000	81000	Sc 1904
2	0-6-0T	Baldwin	23868	1904	19" x 24"	46½"		128000	Sc 1926

No. 1 was built as Norfolk & Western #93, and was disposed of before the B. D. & T. Co. was acquired by the Lackawanna.

After its receipt by the D. L. & W., No. 2 was renumbered 173, and, in 1914, was changed to #8.

The New Locomotives Since 1899

The development of the motive power of the Lackawanna System, since the re-organization in 1898-99, has followed the general pattern of other progressive railroads. In the half-century which has elapsed, there has been a constant trend toward more powerful and efficient locomotives, with the resultant decrease in the number of units employed.

The six-wheel yard engine was superseded by the 0-8-0 type and further by consolidations outmoded for road service. The heavy freight power, originally all of the 2-8-0 type, was successively replaced by the Mikados, the Mountain type and the Pocono type in that order. Similarly, the passenger locomotives of the American type were succeeded by the Ten-wheeler, the Pacific, the Pocono and the Hudsons.

Outstanding improvements were adopted, such as piston valve cylinders, outside valve gear, superheaters, thermic syphons, boosters and a vast number of smaller devices designed to add to the efficiency of the steam locomotive. Little was ever done to improve the equipment built prior to 1900, but much of the later power was modernized by the application of superheaters and outside valve gear. A number of slide valve cylinders were equipped with the Economy Valve Chests, in order to take advantage of the superheater, without the expense of new piston valve cylinders.

At the time of the renumbering of 1899, a standard of painting had been adopted, in which the initials "D. L. & W." were placed on the cab and large block numerals on the tender sides and back. This style prevailed until 1908, when the engine number was placed on the cab and the single word "Lackawanna" on the tender sides. The division to which the engine was assigned appeared on the back of the tender, together with the coal and water capacity of the tender.

The first of the "big" engines were received in the Spring of 1899, Nos. 801 to 815, Brooks "hogs" of the 4-8-0 type, and, in 1900, their immediate successors, consolidations which were a modified version of the twelve-wheelers.

These fifty-three engines were definitely not a success, and by 1901 the company had adopted new standard designs for all services, which were rather closely adhered to for a number of years. The use of piston valve cylinders was temporarily discontinued in these new standards, which consisted of the 0-6-0 for yard service, the consolidation type for slow freight, the mogul type for fast freight and the American type for passenger service. Each of the classes, except passenger, included engines of both the hard and soft coal types of firebox.

Relatively large numbers of hard and soft coal 0-6-0's were placed in service from 1901 to 1911. In 1906, five wide-firebox 0-8-0's were purchased for use in the Hoboken district, and saw much service on the "tunnel" runs between Hoboken and Secaucus classification yard. These were the road's first engines equipped with Walschaert's Valve Gear.

This design was never duplicated but, in 1909, an 0-8-0, with soft coal firebox, was placed in service on the Buffalo Division, and thirty of this class were ultimately built.

The two 0-8-0's originally Nos. 184 and 185, built for the Hampton and Secaucus humps, were exceptionally large engines for their day, having 27″ x 30″ cylinders and a tractive force of 53800 lbs. The final development of the steam switcher classes was the conversion of sixty road engines to 0-8-0's, at Scranton Shops, from the fast freight Pacifics of the 1151-1193 class and Mikados Nos. 1201-1222, when these locomotives became obsolete for the services for which they were originally built.

The development of the slow freight engines followed that of the switchers and current locomotive practice. About 100 of the original standard consolidations were built, the later ones having Walschaert Valve Gear, the only radical change in the original design, except that Nos. 337 to 346 were equipped with piston valves.

In 1911, fifteen large 2-8-0's, Nos. 385-399, having 26″ x 30″ slide valve cylinders and tractive effort of 51400 lbs., were built at Schenectady. These were the last of this very popular type of freight engine received by the D. L. & W. They were used but little for road service and spent most of their years on mine runs and in switching service.

The Consolidation type was superseded by the Mikado, in 1912, with the arrival of fifteen in the 1200 class (later orders increased this number to 62) and by fifty in the 2100 class, in 1922-24, similar to the 1200's but equipped with trailer boosters. The next step in the development of the heavy freight power was the placing in service of the 3-cylinder engines of the 2200 class, type 4-8-2, in 1926-27. There were thirty-five of this class and their performance in pusher service on the hills out of Scranton was good. They were also used extensively in over-the-road heavy freight traffic.

With the introduction of the 4-8-4's, Nos. 1601-20, in 1929, the heavy freight locomotive has reached its most advanced stage, except, of course, for the later engines in this series, Nos. 1631-50, which are dual service engines of the same wheel arrangement, but having 74″ drivers.

The Mogul class, adopted for manifest freight, performed well until tonnage trains demanded a much larger engine, and were replaced by the small wheel Pacifics, of which 43 were built. With the installation of the 4-8-4's, the freight Pacifics were rendered obsolete and most of them were converted to yard engines, as mentioned above.

The first passenger engines of the new regime were seven Brooks wide-firebox ten-wheelers, Nos. 1001-1007, whose failure in passenger service resulted in their assignment to milk trains, where they remained for many years. They were eventually fitted with superheaters, piston valves and outside valve gear, after which they continued in commuter traffic in the Hoboken area.

Because of failure of these ten-wheelers, the company reverted to the American type for a few years, but brought out a newly designed

4-6-0, in 1905. These and subsequent orders totalling 32 engines successfully handled Main Line passenger trains until the advent of the Pacific type in 1912. There were three general classes of the passenger Pacifics a total of 40 engines. Two groups of these, Nos. 1101-1114 and 1131-1135, had 73″ diameter drivers, while the others had 79″ wheels. All were built with wide fireboxes and end cabs. Nos. 1131 and 1171, the latter of the freight Pacifics class, were built with water tubes in the fireboxes, as designed by the late Mr. S. S. Riegel, who was Mechanical Engineer of the Lackawanna, at that time. These were later replaced with the conventional fireboxes.

The passenger service motive power was augmented by engines of the Mountain, Pocono and Hudson types. The first consisted of two classes, Nos. 1401-1405, of the customary 2-cylinder design, and Nos. 1450-1454, having three cylinders. The valves of the outside cylinders of Nos. 1450-51 were actuated by Baker gear, those of Nos. 1452-54 by Walschaerts. The center cylinder valves were operated by the American Locomotive Company's standard gear for this type engine. The usual difficulty of maintaining the driving gear of the center cylinder in high speed service was encountered and offset any advantages derived from the use of three cylinders. After about five years of service, these five locomotives were rebuilt with two cylinders.

The Poconos, of the 1500 class, the dual service 1600's and the Hudsons are all representative of well designed, current motive power, and handled the bulk of the road's traditionally fine passenger service between Hoboken and Buffalo, until supplanted by Diesel power.

The engines of the 801-815 class were the first ones to have steel cabs, although #963, built at Scranton, in 1900, was the first company-built engine so equipped.

Headlights were first lowered to the smokebox doors in 1912, up to which time they had been located on top of the smokebox or on a bracket slightly below the smokebox top. Electric arc headlights were tried out on several of the 1001-1007 class and #1012 was equipped with an acetylene headlight for a short time.

Strap iron pilots of the 4-bar type were used on Nos. 1101-1107 and 1201-1215, when received from the builders. These engines were also built with screw reverse gear, later replaced by power gear.

Water-bottom tenders made their first appearance on the Brooks engines of 1899, but their use was discontinued until 1911, when they were used on some of the engines placed in service that year.

The Lackawanna never used the articulated type of steam locomotive, nor any of the Atlantic type, so popular for passenger service in the early 1900's. Serious consideration was given to this latter type, the proposed design following that of the famous E-6 class of the Pennsylvania R. R. No compounds have been placed in service during the present century.

Engines 94 and 122 were subsequently equipped with an auxilliary

dome, containing the safety valves and whistle, which were removed from the main steam dome. The auxilliary dome was placed in front of the cab, in the location formerly occupied by the bell, which was relocated on the boiler top, forward of the main dome, in the case of #94, and ahead of the sandbox on #122. This change was made in order to lower the height of these engines for service in areas of limited clearances.

Superheaters were first used on engines Nos. 953 and 955, when received in 1905. The next new engines received with superheaters were Nos. 1101-1107 and 1201-1215. After this time they were applied in large numbers to existing power. With the early ones much difficulty had been experienced by all railroads in lubricating slide valves, because of the intense heat of superheated steam. This trouble retarded the rapid adoption of superheaters for engines with slide valve cylinders, the only alternative being to equip the engines with piston valves, a very costly operation. Solution of this lubrication problem was partially achieved by the introduction of the National Graphite Lubricator, invented by Mr. Louis Watres, of Scranton. This device was located on each slide valve (or piston valve) steam chest. Cakes of graphite, 1" in diameter and 1" thick were placed in the lubricator on top of a rotating carborundum wheel, which derived its motion from a connection to the valve stem. The action of this wheel ground the graphite to flakes, which dropped into the valve chest and were carried by the steam into the cylinders. One objection to this form of lubrication was the accumulation of graphite in the cylinder barrel. The lubricator was thoroughly tried out on both slide valves and piston valve cylinders, and on both saturated and superheater engines.

The greatest impetus to the use of superheaters on slide valve engines was the installation of the Economy Piston Valve Chest, installed by simply removing the slide valve chest and placing the Economy valve in its stead. With the adoption of this mechanism, the application of superheaters to existing power preceeded on a large scale.

The trailer type of locomotive Booster was first applied to engines of the 2101-2150 class, and later to the 2201-2235 class.

Early trials of the feedwater heater were made on No. 1135, several different types being applied at various times. These heaters were also applied to Nos. 1258 and 1261.

The change from Stephenson to Walschaert valve gear was begun in 1906. Baker valve gear was applied to a considerable number of engines for a few years, after which the company reverted to the use of the Walschaert gear. In several cases, which may not be specifically noted in these rosters, Baker gear was replaced by the Walschaert gear.

Attention is called to the high factor of adhesion, 5.2, on engines Nos. 1050 to 1052.

ELECTRICITY AND THE DIESELS

With the successful electrification of portions of some of the larger railroads, early in the 1900's, there were constant rumors that the Lackawanna would follow suit. It was generally believed that the company would seek to eliminate the expensive pusher service by electrifying the heavy grades east and west out of Scranton, and eventually operate by electric power between Hoboken and Buffalo.

These plans never materialized, although the New Jersey suburban area was electrified in the early 1920's. This section, operating MU equipment extends from Hoboken to Montclair, to Dover via Newark and Morristown, and to Gladstone, a total of about 66 miles.

This change naturally caused the retirement from service of a large number of steam locomotives formerly engaged in the suburban service, and probably marked what will some some day be known as the decline of the steam locomotive on the Lackawanna.

Following the current trend of railroads to the use of Diesel motive power, the Lackawanna first made use of this type in 1926, with the placing in service of #3001, a yard engine of the 0-4-4-0 type, and a product of the American Locomotive Company. In 1930, two more locomotives, Nos. 3501 and 3502, were placed in service on the electrified portion of the road. These engines were a combination type, built to operate either by Diesel electric power or from overhead wires.

Since that time, the fleet of 0-4-4-0 type yard engines has been increased until there are 42 in service at present. Road freight service and pusher service by Diesels was inaugurated in 1945, when Nos. 601 to 604 and 651 to 654 were placed in these respective services.

In 1946, Diesels Nos. 801 and 802, of the 3-unit type, were placed on through passenger trains between Hoboken and Buffalo.

1899 CLASSIFICATION

The classification system which accompanied the general renumbering of 1899 was based primarily upon the size of cylinders rather than upon wheel arrangement, as is the usual custom. In fact, in many cases the type had little or no effect upon the class designation, nor did so important a feature as the wide firebox and centrally located cab.

Class 1 seemed to be a catch-all for the odds and ends of the smallest power, mostly for switching service, and whose years of future service were erroneously believed to be very limited. The last engine of this class was not scrapped until 1928. The group included locomotives of the 0-4-0, 0-6-0, 2-6-0 and 4-4-0 types, and a sprinkling of wide firebox

engines. Also in the class were cylinders 15″, 16″, 17″ and 18″ in diameter, by which dimension the various engines were grouped, thus, #1 had 15″ cylinders, Nos. 2 to 5 had 16″, Nos. 6 to 61, 17″, and Nos. 62 to 68, 18″.

In assigning numbers to the groups in Class 1, as well as to all other classes and class sub-divisions, the newest engine (age based upon age of the boiler) was given the lowest number in that class or group, and the others were numbered chronologically, with respect to age of their boilers, so that the oldest engines had the highest numbers. That wheel arrangement was not a major determining factor is indicated by some of the following cases. Classes 3 and 3A were eight-wheelers, while class 3B was a ten-wheeler; class 5 were moguls, but class 5A covered one ten-wheeler and one Prairie type. The engines of classes 6, 6A and 6B were moguls and ten-wheelers, some with narrow fireboxes, some with wide.

The first grouping by wheel arrangement began with class 7, which consisted of two 4-6-0's. The next six classes were 4-4-0's, and class 11 was composed of eleven identical eight-wheelers. Class 12 consisted of 77 moguls, all with 19″ x 24″ cylinders, some with 57″ drivers, some with 57¾″ drivers, but here again were both wide and narrow fireboxes.

The largest passenger engines were placed in classes 19, 19A, 20 and 21, the first named including both 19″ and 19½″ cylinders. Despite the fact that cylinder diameter was the basic factor of the classification system, no attention was paid to the many cylinders whose diameter was greater than the even inch. Numerous engines in class 6 had 18½″ cylinders, and a number in class 19 had 19½″ cylinders, but no separate mention was made of these.

The chronological feature of the number assignment was soon disrupted by the many frequent renumberings, for the locomotives did not wear out in chronological order and where an occupied number was needed for new equipment, the old engine was promptly renumbered, with little regard for age, class or type. There are a number of instances where a group so changed was not renumbered in respective order as might be reasonably expected.

Subsequent to this assignment of classes, of which class 21 was the highest in 1899, new classes 22A, 23 and 24 were filled with new locomotives, and a number of sub-divisions were added to existing classes. In 1910, this system of classifying was abandoned. Following this, a new classification system was adopted, similar to that of the Reading Company in that it consisted of a letter-number-letter combination, but which, because of the large numbers of sub-classes, due to the fine distinction made between engines of a general class group, defeated its own purposes of simplicity, and was discontinued in 1938 in favor of the road number identification.

In the system, which succeeded the one of 1899, the following letters were assigned to the various wheel arrangements:—

A	0-4-0	C	0-8-0	E	2-6-0	G	4-4-0
B	0-6-0	D	0-10-0	F	2-8-0	H	4-6-0

J 4-8-0	L 2-8-2	N 4-6-2	Q 4-8-4		
K 2-6-2	M 4-6-4	P 4-8-2	Z 2-2-4 (Obs'n)		

In the rosters which follow, the numerical class designation inaugurated in 1899 is shown in all cases where it was applied, until the time it was abandoned.

LOCOMOTIVES RECEIVED 1899 *THROUGH* 1947.

Year	Baldwin	Brooks	Co. Shops	Cooke	Dickson	Lima	Rogers	Schenect.	Others	Total	
1899		15	4*							19	*In pre-1899 group, also.
1900		30	2	8	15				1	56	Includes 9 from B&P
1901					34			49		83	
1902				20				40		60	
1903	2			15				33	1	51	Includes 3 from E&CNY
1904	30									30	
1905	1			12				25		38	Includes No. 1 HTCo.
1906	1				18		32			51	Includes No. 2 BDTCo.
1907					5		11			16	
1908							9	50		59	
1909								40		40	
1910								46		46	
1911								35		35	
1912						6		22		28	
1913			6				1	22		29	
1914			6			14		4		24	
1915								5		5	
1916			1					17		18	
1917			9					5		14	
1918								15		15	
1919										0	
1920								16		16	
1921										0	
1922	1							35		36	
1923								20		20	
1924		25								25	
1925		5								5	
1926								27	1	28	
1927		5						10		15	
1928										0	
1929								20		20	
1930									2	2	
1931										0	
1932								10		10	
1933								8	4	12	
1934								20	2	22	

LOCOMOTIVES RECEIVED 1899 THROUGH 1947 — CON'T.

YEAR	BALDWIN	BROOKS	CO. SHOPS	COOKE	DICKSON	LIMA	ROGERS	SCHENECT.	OTHERS	TOTAL	
1935									2	2	
1936										0	
1937								5		5	
1938										0	
1939										0	
1940								3	11	14	
1941										0	
1942										0	
1943										0	
1944										0	
1945								5	13	18	
1946									6	6	
1947									3	3	(10 ordered; 3 rec'd)
	35	80	28	55	72	20	53	587	46	976	

Types of Locomotives Received from 1899 *through* 1947

TYPE	NUMBER
0-4-0	3
0-6-0	126
0-8-0	97*
2-6-0	71
2-8-0	240
2-8-2	112
4-4-0	75
4-6-0	41
4-6-2	83
4-6-4	5
4-8-0	20
4-8-2	45
4-8-4	55
Inspector	1
Total Steam	974
Less converted	-60
Net, steam	914
Diesel switch	42
Diesel road	17
Electric switch	3
Grand Total	976

*Includes 60 converted from 1100 and 1200 classes.

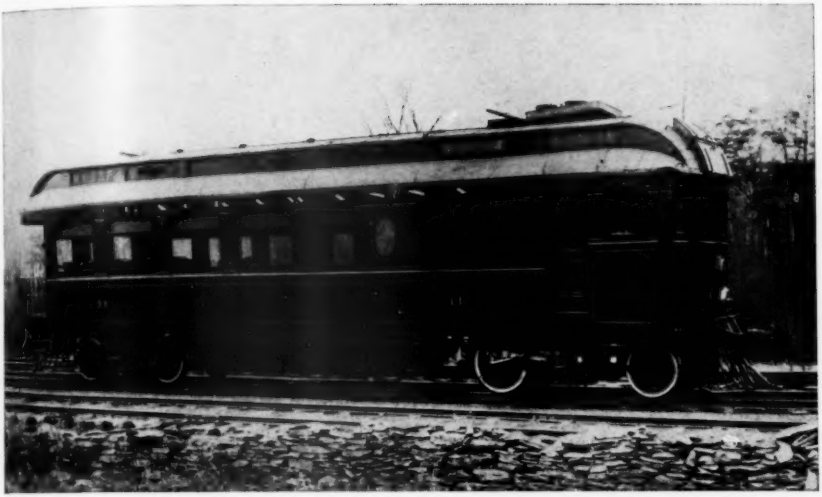
Includes engines from B. & P., B. D. & T. Co., E. & C. N. Y. and H. T. Co.

The following table shows the number of steam locomotives in service, on dates selected at random, throughout the years 1899 to 1947.

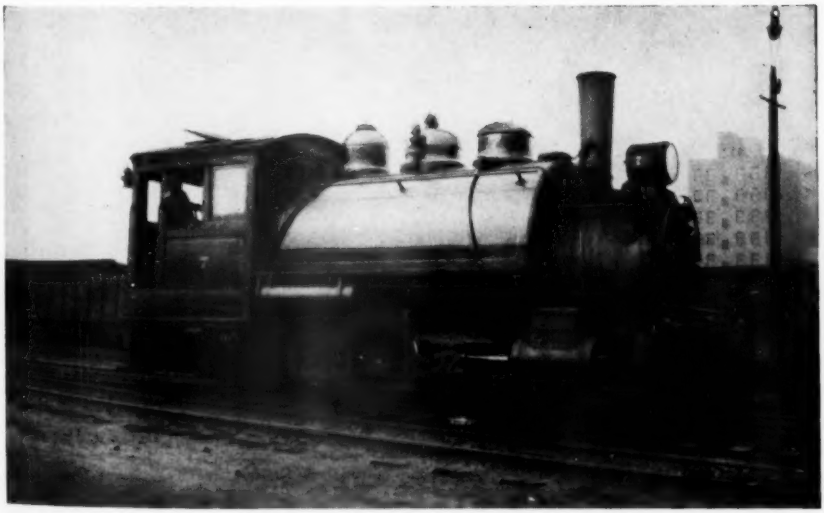
Date	No. of Locos.
May 15th, 1899	601
July, 1902	655
July, 1903	684
October, 1905	698
October, 1907	730
October, 1909	770
October, 1912	760
October, 1917	757
March, 1922	757
July, 1926	766
May, 1931	612
June, 1936	505
November, 1938	440
May, 1943	372
July 31st, 1947	254
December 31st, 1947	254

Number changes, 1900 *to* 1947, *except* 1100 *and* 1200 *classes to* 200's

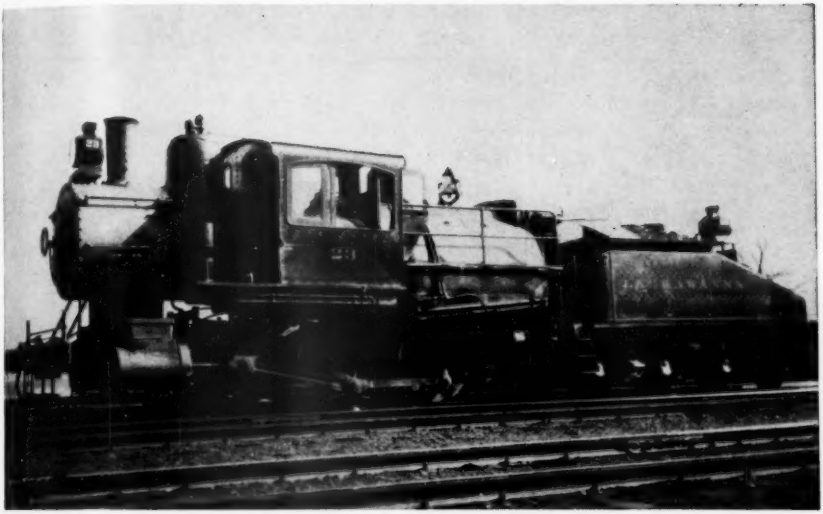
From	To	Date	From	To	Date	From	To	Date
2 BDT	173	1906	29 (44)	179	1908	46	4	1902
5	2	1902	31	180	1908	46 (64)	34	1905
6	2	1911	32 (45)	178	1907	47 (65)	35	1905
8 B&P	688	1911	33	174	1907	48 (66)	36	1905
9 B&P	689	1911	34 (46)	175	1907	49 (67)	40	1905
12	3	1911	35 (47)	176	1907	50	39	1902
14	4	1911	36 (48)	177	1907	51	35	1902
15	5	1911	37	170	1906	52	29	1902
16	6	1911	39 (50)	171	1906	53	17	1902
20 (22)	7	1911	40 (49)	172	1906	54	3	1902
21	8	1911	44 (62)	29	1905	56	5	1902
22	20	1908	45	40	1902	58	32	1902
26	9	1911	45 (63)	32	1905	62	44	1902



Inspection engine "B". Oil burning cross-compound. Schenectady, 1908.



No. 7. Baldwin, 1922. At Scranton, Pa.



No. 23. Standard culm burner 0-6-0. Kingston, Pa.

No. 253. Rebuilt at Scranton Shops, 1935, from No. 1221.

Renumbering (Continued)

From	To	Date	From	To	Date	From	To	Date
63	45	1902	501	510	1906	943	493	1910
64	46	1902	503	511	1906	944	478	1905
65	47	1902	504	514	1906	945	479	1905
66	48	1902	510 (501)	513	1909	946	481	1905
67	49	1902	531	483	1911	947	482	1905
98	C	1902	532	484	1911	948	483	1905
99	B	1902	533	485	1911	949	484	1905
101	135	1905	535	961	1900	950	485	1905
102	136	1905	536	486	1911	951	486	1905
103	137	1905	538	487	1911	952	487	1905
107	138	1905	540	488	1911	953	488	1904
110	139	1905	604	12	1912	953 (960)	901	1905
125	147	1908	605	6	1913	954 (962)	914	1905
126	A	1902	610	10	1912	955	489	1904
127	148	1908	615	5	1912	955 (963)	937	1905
134	146	1909	622	3	1916	956	490	1904
136 (102)	149	1909	636	11	1912	957	491	1904
145	438	1910	726	714	1909	958	492	1904
146 (134)	439	1910	737 (745)	715	1909	959	493	1904
173 (2BDT)	8	1914	740	736	1901	960	953	1904
179 (29)	7	1914	745	737	1901	961	494	1904
301	279	1902	888	854	1902	962	954	1904
302	288	1902	901	477	1905	963	955	1904
303	292	1902	934	922	1911	965	495	1904
305	296	1902	935	923	1911	966	496	1904
320	347	1905	937 (955)	921	1911	967	497	1904
322	348	1905	938	931	1911	968	498	1904
323	346	1905	939	489	1910	969	499	1904
349	252	1910	940	490	1910	971	956	1904
392	256	1910	941	491	1910	972	957	1904
392	256	1910	942	492	1910			

Class 1. Nos. 1 to 68.
Also Engines A, B, C and Nos. 98 and 99.

No.	Old No. & Div.	Type	Builder	c/n	Date	Cyls.	DD	Tot. Wt.	Disposition
A	M&E 75	4-4-0	Danforth		1869	17x24	57	100300	Fr 126 Sc 2-24
B	ML Comet	4-2-2	Scranton Sh.		1871				Fr 99 Sc 4-06

No. & Div.	Old No.	Type	Builder	c/n	Date	Cyls.	DD	Tot. Wt.	Disposition
C	O&S 4	4-4-0	R.K.&G.	625	1855				Fr 98 Sc 6-08
1	Utica 9	0-4-0T	Utica Sh.		1881	15x22	48	62000	Sc 9-1926
2	SBNY 7	4-4-0	Kingston Sh.		1876	16x24	63	73000	So 11-1899
2		4-4-0	From 5		1902				Sc 9-1903
2		0-6-0	From 6		1911				Sc 4-1928
3	O&S 12	4-4-0	Dickson	101	1872	16x24			So 11-1899
3		0-6-0	From 54		1902				Sc 9-1903
3		2-6-0W	From 12		1911				So 10-1915
3		0-6-0W	From 622		1916				Sc 3-1923
4	None				1899				
4		4-4-0	From 46		1902				Sc 6-1908
4		2-6-0W	From 14		1911				Sc 10-1912
5	O&S 3	4-4-0	Rome	328	1888	16x24			To 2, 1902
5		0-6-0	From 56		1902				Sc 5-1902
5		0-6-0W	From 15		1911				Sc 5-1912
5		0-6-0W	From 615		1912				Sc 3-1923
6	M&E 44	0-6-0T	D. C. & Co.		1867	17x22	51	82000	To 2, 1911
6		0-6-0W	From 16		1911				Sc 10-1912
6		0-6-0W	From 605		1913				Sc 3-1923
7	M&E 74	0-6-0	D. C. & Co.		1869	17x22	51		Sc 2-1909
7		2-6-0W	From 20		1911				Sc 12-1912
7		0-6-0W	From 179		1914				Sc 6-1919
8	O&S 6	0-6-0	Rogers	1383	1866	17x			Sc 10-1909
8		2-6-0W	From 21		1911				Sc 10-1912
9	M&E 43	0-6-0T	D.C.&Co.		1867	17x22	51	82000	Sc 2-1909
9		2-6-0T	From 26		1911				Sc 10-1926
10	M&E 95	2-6-0T	D. C. & Co.	765	1872	17x24	51	91400	So 6-1-12
10		0-6-0W	From 610		1912				Sc 9-1920
11	L&B 211	0-6-0W	Danforth	816	1872	17x22	48	90000	Sc 3-1910
11		0-6-0W	From 636		1912				Sc 3-1916
12	M&E 16	2-6-0W	Cooke	2221	1894	17x24	51	103000	To 3, 1911
12		0-6-0W	From 604		1912				Sc 3-1915
13	SBNY 14	0-6-0	Syracuse Sh.		1870	17x22	48	79100	Sc 2-1909
14	M&E 147	2-6-0W	Dickson	836	1891	17x24	51	97000	To 4, 1911
15	M&E 148	2-6-0W	Dickson	837	1891	17x24	51	97000	To 5, 1911
16	M&E 149	2-6-0W	Dickson	838	1891	17x24	51	97000	To 6, 1911
17	None				1899				
17		0-6-0	From 53		1901				Sc 1-1905
18	O&S 2	0-6-0	R. L. & M.	131	1858				Sc 2-1909

No. & Div.	Old No.	Type	Builder	c/n	Date	Cyls.	DD	Tot. Wt.	Disposition
19	SBNY 4	0-6-0	Hinkley	543	1854	17x22	48	77500	Sc 2-1909
20	O&S 14	0-6-0	Dickson	46	1869				Sc 5-1907
20		2-6-0W	From 22		1908				To 7, 1911
21	M&E 138	2-6-0W	Dickson	652	1889	17x22	51	94000	To 8, 1911
22	M&E 139	2-6-0W	Dickson	653	1889	17x22	51	94000	To 20, 1908
22		0-4-0T	See "Elizabethport" M. L. roster notes.						Sc 1912
23	M&E 140	2-6-0W	Dickson	654	1889	17x22	51	94000	So 1-13-11
24	M&E 42	0-6-0T	D. C. & Co.		1867	17x22	51		So 9-10-07
25	M&E 45	0-6-0T	D. C. & Co.		1867	17x22	51		So 9-10-07
26	M&E 127	2-6-0T	Cooke	1542	1884	17x22	51	86000	To 9, 1911
27	M&E 128	2-6-0T	Cooke	1543	1884	17x22	51	86000	So 2-3-06
28	L&B 212	0-6-0	Cooke	1544	1884	17x22	48	86000	So 7-2-07
29	O&S 5	4-4-0	Schenect.	536	1869	17x24			Sc 1-17-01
29		0-6-0	From 52		1902				So 5-1902
29		2-6-0W	From 2nd 44		1905				To 179 1908
30	M&E 14	0-6-0	Kingsland Sh.		1883	17x22	48		So 6-11-06
31	M&E 119	2-6-0	Cooke	1471	1883	17x22	48	86000	To 180 1908
32	M&E 120	2-6-0	Cooke	1472	1883	17x22	48	86000	Sc 3-1902
32		2-6-0	From 58		1901				Sc 11-1903
32		0-6-0	From 2nd 45		1905				To 178 1907
33	M&E 121	2-6-0	Cooke	1490	1883	17x22	48	86000	To 174 1907
34	M&E 122	2-6-0	Cooke	1491	1883	17x22	48	86000	Sc 7-1903
34		2-6-0	From 2nd 46		1905				To 175 1907
35	M&E 129	2-6-0	Kingsland Sh.		1883	17x22	51		So 6-1899
35		0-6-0	From 51		1901				So 6-1902
35		0-6-0	From 2nd 47		1905				To 176 1907
36	ML 173	0-6-0T	Cooke	1515	1883	17x22	48	82000	Sc 6-1902
36		2-6-0	From 2nd 48		1905				To 177 1907
37	ML 174	0-6-0T	Cooke	1516	1883	17x22	48	82000	To 170 1906
38	ML 39	0-6-0W	D. C. & Co.		1856	17x22	48		So 3-1906
39	Buff 80	0-6-0	Scranton Sh.		1883	17x22	48	76000	Sc 4-1901
39		0-6-0	From 50		1902				To 171 1906
40	Buff 81	0-6-0	Scranton Sh.		1883	17x22	48	76000	Sc 6-30-01
40		0-6-0	From 45		1901				Sc 7-1902
40		0-6-0	From 2nd 49		1905				To 172 1906
41	Buff 82	0-6-0	Scranton Sh.		1884	17x22	48	76000	So 11-1899
41		0-6-0	From 49		1901				So 6-1902
42	Buff 77	2-6-0	Cooke	1473	1883	17x22	48	85500	Sc 1-1905
43	Buff 78	2-6-0	Cooke	1474	1883	17x22	48	85500	Sc 9-1903

No.	Old No. & Div.	Type	Builder	c/n	Date	Cyls.	DD	Tot. Wt.	Disposition
44	Buff 79	2-6-0	Cooke	1514	1883	17x22	48	85500	Sc 1-1901
44		2-6-0W	From 62		1902				To 29 1905
45	ML 52	0-6-0	D. C. & Co.		1856	17x22	48		To 40 1902
45		0-6-0	From 63		1902				To 32 1905
46	C&S 4	4-4-0	D. C. & Co.		1870				To 4 1902
46		2-6-0	From 64		1902				To 34 1905
47	ML 54	0-6-0	D. C. & Co.		1856	17x22	48		So 10-1-00
47		0-6-0	From 65		1902				To 35 1905
48	SBNY 12	0-6-0							Sc 11-1899
48		2-6-0	From 66		1902				To 36 1905
49	ML 18	0-6-0	D. C. & Co.		1855	17x22	48		To 41 1901
49		0-6-0	From 67		1902				To 40 1905
50	ML 22	0-6-0	D. C. & Co.		1855	17x22	48		To 39 1902
51	ML 35	0-6-0	D. C. & Co.		1856	17x22	48		To 35 1902
52	ML 51	0-6-0	D. C. & Co.		1856	17x22	48		To 29 1902
53	ML 72	0-6-0	D. C. & Co.		1861	17x22	48		To 17 1902
54	ML 88	0-6-0	Dickson	47	1869	17x22	48		To 3 1902
55	ML 98	0-6-0	D. C. & Co.		1867	17x22	48		So 11-1899
56	ML 99	0-6-0	D. C. & Co.		1867	17x22	48		To 5, 2-3-02
57	ML 126	0-6-0	Dickson	100	1872	17x22	48		Sc 6-6-02
58	M&E 111	2-6-0	Cooke	1008	1875	17x22	51		To 32 1902
59	M&E 104	2-6-0	Dickson	125	1873	17x22	51		Sc 6-1899
60	ML 31	0-6-0	Scranton Sh.		1881	17x22	48		Sc 4-1902
61	M&E 103	2-6-0	Dickson	124	1873	17x22	51		Sc 4-1901
62	M&E 70	2-6-0W	Dickson	35	1868	18x24	51	98000	To 44, 1902
63	SBNY 11	0-6-0	Dickson	48	1870	18x24	52	98500	To 45 1902
64	M&E 76	2-6-0	Cooke		1870	18x24	58		To 46 1902
65	SBNY 17	0-6-0	Syracuse Sh.		1894	18x24	52	98500	To 47 1902
66	M&E 77	2-6-0	Cooke		1870	18x24	58		To 48 1902
67	SBNY 3	0-6-0	Hinkley	490	1854	18x24	52	98500	To 49 1902
68	Buff 76	2-6-0	Cooke	1475	1883	18x24	48	74400	Sc 9-1901
98	O&S 4	4-4-0	R. K. & G.	625	1855				To "C" 1902
99	ML Comet	4-2-2	Scranton Sh.		1871				To "B" 1902

Roster Notes
and
Disposition by Sale, Engines 1 to 68.

1st	2.	Sanger, Harris & Brother.
1st	3.	Sanger, Harris & Brother.
3rd	3.	To 0-6-0, 1915. American Car & Foundry Co.
2nd	5.	McDonald Construction Co.
1st	10.	W. & M. R. R. #1.
1st	17.	Pequest Foundry Co.
	23.	Moosic Mountain Ry. Co. (Mt. Jessup Coal Co.)
	24.	Empire Steel & Iron Co.
	25.	Empire Steel & Iron Co.
	27.	Hudson Iron Co.
	28.	A. B. S. & F. Co.
2nd	29.	McDonald Construction Co.
	30.	Crocker-Wheeler Co.
1st	35.	Boonton Water Co.
	38.	McConnell Stoker Co.
1st	41.	Sanger, Harris & Brother.
2nd	41.	Hicks Loco. & Car Co.
1st	47.	Lackawanna Iron & Steel Co.
	55.	Sanger, Harris & Brother.

Nos. 1 to 99.

The foregoing locomotives were replaced by the following.

	4	7	8	B
Type	0-4-0T	0-4-0T	0-6-0T	2-2-4
Cylinders	16x24	16x24	19x24	9¼&14½x12
Dia. Dri.	46".	44"	45½"	38"
Valve Gear	Stephenson	Stephenson	Stephenson	Walschaert
Valves	Slide	Slide	Slide	Piston
Weight O. D.	89000#	96780#	132200#	37000#
Weight - Total	89000#	96780#	132200#	112500#
Steam Press.	165#	190#	180#	250#
Tract. Force	18750#	22600#	28817#	4300#

4	Rogers	53119	1913	Sold 3-14-42, Georgia Car & Locomotive Co.
7	Baldwin	55346	1922	In service, 12-31-47.
8	Baldwin	23868	1904	From Brooklyn Dock & Terminal Co. #2, 1906. Numbered 173 when received. Renumbered 8, 1914. Scrapped 9-1926.
B	Schen'dy	45605	1908	Oil burning, cross-compound observation car. Scrapped 9-1926.

Type	0-6-0
Cylinders	19″ x 24″
Dia. Dri.	51″
Valve Gear	Stephenson
Valves	Slide
Weight O. D.	13-69, 131700#
Weight O. D.	78-84, 134500#
Weight O. D.	85-99, 129224#
Steam Press	170#
Tract. Force.	24463#

Nos. From	Nos. To	Builder	C/N From	C/N To	Date	Fbx.	Old Class
13	18	Dickson	1190	1195	1901	Wide	1A
19	26	Dickson	1221	1228	1901	Wide	1A
27	31	Schenectady	45550	45554	1908	Wide	1A
32	36	Dickson	42750	42754	1907	Wide	1A
37	43	Dickson	39830	39836	1906	Wide	1A
44	49	Cooke	30535	30540	1905	Wide	1A
50	69	Cooke	25246	25265	1902	Wide	1A
70	83	Renumbered 13-26			1911		
78	84	Schenectady	50001	50007	1911	Semi-W	1B
85	99	Cooke	27261	27275	1903	Semi-W	1B

Retirement Record, Engines 13 to 99. Scrapped unless otherwise noted.

1926: 23, 25, 26, 50, 53, 54, 55, 56, 59, 91
1927: 20, 45, 46, 51, 66, 95
1928: 21, 57, 97
1929: 34, 37, 38, 86, 99
1930: 18, 19, 58, 62, 92
1931: 89
1932: 14, 16, 29, 30, 33, 35, 43, 52, 60, 61, 64, 65, 88, 90
1933: 78, 79, 80, 81

1934: 32, 42
1935: 13, 17, 27, 36, 39, 41, 63, 67, 69, 87, 94, 96
1936: 15, 22, 24, 47, 48
1937: 28, 31, 40, 44, 49, 68
1938: 84, 93
1939: 82
1940: 83, 85

91 sold Donner Steel Company.
In service, #98.

Nos. 101 through 169; and 170 through 180 (from class 1).

Class	Cylinders	DD
2	16x22	63″
2A	16x24	63″
2B	15x22	64″
3	17x22	64⅜″
3A	17x22	57¾″
3B	17x22	57″
4	17x24	64⅜″
4A	17x24	63″
4B	17x24	69″
4C	17x24	57¾″
4D	17x24	51″
4E	17x24	61″
5	18x24	51″
5A	18x24	52″

Old No. No. & Div.	Type	Builder	c/n	Date	Class	Weights OD	Weights Tot.	Disposition
101 L&B 202	4-4-0W	Kingston		1871	2	55300	82000	To 135, 1905
102 L&B 201	4-4-0W	Kingston		1871	2	55300	82000	To 136, 1905
103 L&B 203	4-4-0	Kingston		1872	2	52000	82000	To 137, 1905
104 L&B 204	4-4-0	Kingston		1875	2A		73000	So 3-15-02
105 L&B 205	4-4-0	Kingston		1874	2A		73000	So 7-02
106 L&B 206	4-4-0	Kingston		1873	2A		73000	So 3-02
107 M&E 28	4-4-0	Portland		1864	2A	53000	80000	Sc 2-09
108 C&S 3	4-4-0	D. C. & Co.		1855	2B			Sc 11-01
109 C&S 2	4-4-0	D. C. & Co.		1855	2B			So 11-99
110 M&E 31	4-4-0	D. C. & Co.		1865	3	58000	85000	To 139, 1905
111 M&E 17	4-4-0	D. C. & Co.		1865	3	58000	85000	So 4-14-04
112 M&E 33	4-4-0	D. C. & Co.		1865	3	58000	85000	Sc 6-02
113 M&E 36	4-4-0	D. C. & Co.		1865	3	58000	85000	Sc 5-02

No.	Old No. & Div.	Type	Builder	c/n	Date	Class	Weights OD	Weights Tot.	Disposition
114	M&E 34	4-4-0	D. C. & Co.		1865	3	58000	85000	Sc 4-02
115	M&E 38	4-4-0	D. C. & Co.		1866	3	58000	85000	Sc 5-02
116	M&E 37	4-4-0	D. C. & Co.		1866	3	58000	85000	Sc 1-30-05
117	M&E 19	4-4-0	D. C. & Co.		1865	3	58000	85000	Sc 4-02
118	M&E 18	4-4-0	D. C. & Co.		1865	3	58000	85000	Sc 7-02
119	M&E 35	4-4-0	D. C. & Co.		1865	3A	58000	85000	Sc 1-01
120	L&B 214	4-6-0W	Dickson	7	1865	3B	73400	93200	Sc 5-02
121	L&B 213	4-6-0	Dickson	4	1863	3B			So 6-14-04
122	Susx 9	2-6-0	Cooke		1881	4D	56000	78000	Sc 5-16-03
123	Susx 4	4-4-0	Cooke			4E			Sc 5-02
124	open								
125	M&E 20	4-4-0	D .C. & Co.		1865	4	58000	85000	To 147, 1908
126	M&E 75	4-4-0	D. C. & Co.		1869	4	59000		Reb. Eng. "A" 1902
127	M&E 94	4-4-0	D. C. & Co.			4	64000		To 148 1908
128	M&E 100	4-4-0	Dickson	183	1876	4	64000		Sc 2-09
129	M&E 21	4-4-0	D. C. & Co.		1865	4	58000	85000	Sc 8-04
130	M&E 108	4-4-0	Dickson	163	1875	4	64000		Sc 4-09
131	M&E 81	4-4-0	D. C. & Co.		1870	4	85000	85000	Sc 4-06
132	M&E 82	4-4-0	D. C. & Co.		1870	4	85000	85000	So 1904
133	M&E 109	4-4-0	D. C. & Co.	1011	1875	4	58000	85000	Sc 2-09
134	M&E 110	4-4-0	D. C. & Co.	1012	1875	4	58000	85000	To 146 1909
135	M&E 90	4-4-0	D. C. & Co.		1871	4	56000		Sc 4-02
135			From 101		1905				Wr. 11-8-05
136	M&E 11	4-4-0	Rogers	1514	1868	4	59000		Sc 5-2-03
136			From 102		1905				To 149 1909
137	M&E 85	4-4-0	Schenect.	460	1867	4			Sc 10-9-03
137			From 103		1905				Sc 5-25-06
138	M&E 106	4-4-0	Schenect.	475	1868	4	63428		So 7-1901
138			From 107		1905				Sc 2-20-09
139	M&E 107	4-4-0	Schenect.	478	1868	4	63428		Sc 4-22-02
139			From 110		1905				Sc 1-30-09
140	M&E 89	4-4-0	D. C. & Co.		1871	4	59000		Sc 2-28-01
141	open								
142	C&S 5	4-4-0	Utica		1873	4A			Sc 9-30-01
143	O&S 7	4-4-0	Rogers	281	1851	4A			Sc 1-17-01
144	ML 5	4-4-0				4A			Sc 2-3-02
145	Susx 6	4-4-0	Cooke	776	1871	4A	56000	82000	To 438 1910
146	SBNY 16	4-4-0	Cooke	727	1871	4B			Sc 4-7-02
146			From 134		1909				To 439 1910

No.	Old No. & Div.	Type	Builder	c/n	Date	Class	Weights OD	Weights Tot.	Disposition
147	O&S 8	4-4-0	Schenect.	618	1870	4B			Sc 7-2-02
147			From 125		1908				Sc 4-1911
148	O&S 11	4-4-0	Schenect.	617	1870	4B			Sc 2-19-03
148			From 127		1908				Sc 4-1911
149	SBNY 15	4-4-0	Cooke	726	1871	4B	72500	92500	Sc 10-16-08
149			From 2nd	136	1909				Sc 6-21-10
150	Susx 5	4-4-0	Cooke	734	1871	4C	49000	75000	Sc 8-1914
	open to								
160	M&E 55	2-6-0	Rogers	1518	1868	5	71000	86000	So 5-31-05
161	M&E 52	2-6-0	Rogers	1515	1868	5	71000	86000	Sc 12-10-04
162	M&E 54	2-6-0	Rogers	1517	1868	5	71000	86000	So 8-4-05
163	M&E 53	2-6-0	Rogers	1516	1868	5	71000	86000	So 11-5-04
164	M&E 9	2-6-0	Norris		1868	5	66500		Sc 2-28-01
165	M&E 6	2-6-0	Rh. Island	46	1867	5	68000		So 11-18-99
166	open								
167	open								
168	L&B 222	2-6-2	Kingston		1878	5A	73000	93000	Sc 4-7-02
169	ML 59	4-6-0	D. C. & Co.		1857	5A			So 11-18-99
170		0-6-0	From 37		1906				Sc 12-1913
171		0-6-0	From 39		1906				Sc 7-3-08
172		0-6-0	From 40		1906				Sc 5-31-12
173		0-6-0	From BD&T 2		1906				To 8-1914
174		2-6-0	From 33		1907				Sc 5-26-10
175		2-6-0	From 34		1907				Sc 2-3-09
176		0-6-0	From 35		1907				Sc 10-7-11
177		2-6-0	From 36		1907				Sc 2-3-09
178		0-6-0	From 32		1907				Sc 9-27-11
179		2-6-0W	From 29		1908				To 7, 1914
180		2-6-0	From 31		1908				Sc 5-26-10

Disposition Other Than Scrapping

104 Sold to George F. Lee Construction Co. #4, Wilkes-Barre, Pa.
105 Sold, Schoharie Valley R. R. #5.
106 Sold, Bloomsburg & Sullivan R. R.
111 Sold, Dansville & Mt. Morris R. R.
132 Sold, Scranton, Dunmore & Moosic Lake R. R. #1. Returned, too light.
134 Sold, Scranton, Dunmore & Moosic Lake R. R. #2. Returned, too light.

160 Sold, Liberty White R. R.
162 Sold Werner Sawmill Co.
163 Sold, FitzHugh, Luther Co.
165 Sold, Sanger, Harris & Brother.
169 Sold, Sanger, Harris & Brother.
179 Changed to 0-6-0, 1914. Renumbered 7. Wt. 98000 lbs.

The foregoing locomotives, 101 to 180, were replaced by the following.

Type	0-6-0
Cylinders	19x24
D. D.	51"
Valve Gear	Stephenson
Valves	Slide
Wt. O. D.	101-127, 129224
Wt. O. D.	128-137, 132500
Wt. O. D.	138-146, 133000
Steam Pressure	170#
Tractive Force	24463#

Nos. From	Nos. To	Builder	C/N From	C/N To	Date	Fbx.	Old Class
101	106	Cooke	30541	30546	1905	Semi-wide	1B
107	112	Dickson	39844	39849	1906	Semi-wide	1B
113	127	Schenectady	45535	45549	1908	Semi-wide	1B
128	137	Schenectady	46154	46163	1909	Semi-wide	1B
138	146	Schenectady	47934	47942	1910	Semi-wide	1B

Note: #120 rebuilt to saddle tank engine for shop use, Scranton Shops, May, 1928. Coal bunker in left side of cab. Wt. 155675 pounds.

Type	0-8-0
Cylinders	22x28
D. D.	151-175; 57"
D. D.	176-185; 58"
Valve Gear	151-175; Walschaert
Valve Gear	176-185; Baker
Valves	Piston
Weight	151-155; 201000
Weight	168-169; 199000
Weight	Others; 208000
Steam Pressure	200#
Tractive Force	151-175; 40418#
Tractive Force	176-185; 39721

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
151	155	Dickson	39837	39841	1906	Wide	1C
156	161	Scranton			1913	Semi-wide	
162	167	Lima	1220	1225	1912	Semi-wide	
	168	Schenectady	47977		1910	Semi-wide	1D
	169	Schenectady	46166		1909	Semi-wide	1D
170	175	Scranton			1914	Semi-wide	
	176	Scranton			1916	Semi-wide	
177	185	Scranton			1917	Semi-wide	

Type	0-8-0
Cylinders	27x30
D. D.	57"
Valve Gear	Stephenson
Valves	Slide
Weight	229000
Steam Pressure	165#
Tractive Force	53800#

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
184	185	Schenectady	47978	47979	1910	Semi-wide	1E

Renumbered to 198-199, 1917.

Built for Hampton and Secaucus Humps. Scrapped 1937.

Retirement Record, Engines 101 to 199. Scrapped unless otherwise noted.

1926: 102
1927: 103, 108, 116
1928: 104, 115, (wrecked)
1929: 112
1930: 105, 106, 109, 114
1931: 130
1932: 101, 107, 111, 113, 117, 119, 143, 146
1933: 129, 136
1934: 122, 123, 137
1935: 110
1936: 125, sold South Buffalo Ry.
1937: 151, 152, 153, 154, 155, 166, 198, 199
1938: 118, 134, 160
1939: 126, 141, 168, 169
1940: 157

1942: 127
1944: 140, 145
1945: 142, 156, 164
1946: 121, 131, 138, 158, 159, 161, 162, 165, 170, 171, 178, 184, 185
In service, 21.

Nos. 201 through 299

Class 6
Cylinders 18" x 24"
Dia. Drivers 57" etc.

Old No. No. & Div.	Type	Builder	C/N	Date	Weights OD	Weights Tot.	Disposition
201 SBNY 9	2-6-0W	Baldwin	3906	1876	91500	110000	Sc 12-1916
202 ML 47	2-6-0W	Baldwin	3909	1876	96800	114000	Sc 10-1914
203 ML 70	4-6-0W	D. C. & Co.		1859			So 9-20-04
204 ML 76	4-6-0W	Dickson	6	1864			Wr 11-8-05
205 ML 84	4-6-0W	D. C. & Co.		1865	93400	112000	Sc 8-1920
206 ML 43	4-6-0W	D. C. & Co.		1856	96400	115500	Sc 6-1914
207 Uta 28	2-6-0W	Dickson	92	1871	96800	110000	Sc 6-1917
208 Uta 29	2-6-0W	Dickson	71	1870	96800	110000	Sc 7-1918
209 ML 131	2-6-0W	Dickson	148	1873	96800	114000	Sc 5-1918
210 ML 132	2-6-0W	Dickson	151	1874	96800	114000	Sc 12-1913
211 ML 26	4-6-0W	R. K. & G.		1857	96250	115500	Sc 1912
212 ML 30	2-6-0W	Dickson	149	1874	96800	114000	Sc 11-1914
213 M&E 97	2-6-0	Dickson	97	1872	84000	98000	Sc 6-3-10
214 ML 65	4-6-0W	D. C. & Co.		1857			So 9-20-04
215 ML 77	4-6-0W	Dickson	8	1864	92800	113300	Sc 9-1914
216 ML 93	4-6-0W	D. C. & Co.		1866	96250	115500	Sc 1-1915
217 ML 97	4-6-0W	Dickson	23	1867	93400	112000	Sc 1-1915
218 SBNY 2	2-6-0W	Baldwin	3904	1876	87500	100500	Sc 1911
219 ML 46	4-6-0W	Dickson	2	1863	96000	114000	Sc 10-16-1?
220 M&E 92	2-6-0	Dickson	45	1869			So 9 9-03
221 ML 133	2-6-0W	Dickson	152	1874	96000	114000	Sc 11-1914
222 ML 120	2-6-0W	Dickson	61	1870	96000	114000	Sc 10-1914
223 ML 49	2-6-0W	Baldwin	3917	1876			Wr 4-12-01
224 ML 66	4-6-0W	R. K. & G.	323	1852	92800	112900	Sc 8-31-12
225 ML 74	4-6-0W	Dickson	3	1863	92800	112900	Sc 8-31-12
226 ML 82	4-6-0W	D. C. & Co.		1865	93400	112000	Sc 9-27-11
227 M&E 72	2-6-0	Dickson	49	1861	86000	100000	Sc 10-16-11
228 M&E 80	2-6-0	Cooke		1870	80000	96000	Sc 6-8-11

No.	Old No. & Div.	Type	Builder	C/N	Date	Weights OD	Weights Tot.	Disposition
229	ML 110	4-6-0W	Cooke		1870	93400	112000	Sc 8-1913
230	M&E 62	2-6-0	D. C. & Co.		1868			So 8-18-05
231	ML 123	2-6-0W	Dickson	64	1870	92800	106900	Sc 5-31-12
232	ML 32	4-6-0W	D. C. & Co.		1862			Wr 2-25-00
233	ML 50	2-6-0W	Baldwin	3922	1876	92800	106000	Sc 5-31-12
234	ML 67	4-6-0W	D. C. & Co.		1859	93400	112000	Sc 11-10-10
235	ML 79	4-6-0W	Dickson	14	1865	93400	112000	Sc 8-31-12
236	Uta 17	2-6-0W	Dickson	70	1871	96800	110000	Sc 11-10-10
237	M&E 99	2-6-0	Dickson	111	1872			So 9-25-03
238	ML 147	4-6-0W	N. J. L. W.		1855	93400	112000	Sc 9-26-11
239	ML 24	4-6-0W	D. C. & Co.		1856	93400	112000	Sc 10-1-12
240	ML 25	2-6-0W	Dickson	110	1872	92800	106800	Sc 11-1914
241	ML 94	4-6-0W	D. C. & Co.		1854			Wr 2-15-02
242	Uta 2	2-6-0W	N. J. L. W.		1856	94400	108600	Sc 11-19-10
243	M&E 101	2-6-0	Dickson	112	1873	84000	98000	Sc 6-3-10
244	M&E 102	2-6-0	Dickson	113	1873			So 6-12-02
245	ML 68	4-6-0W	D. C. & Co.		1859			Sc 3-1-04
246	ML 69	4-6-0W	D. C. & Co.		1859	93400	112000	Sc 1-1914
247	Uta 3	2-6-0W	Dickson	54	1870			Sc 6-16-02
248	M&E 105	2-6-0	Dickson	95	1872			Sc 7-15-02
249	ML 127	4-6-0W	N. J. L. W.		1854	93400	112000	Sc 9-1914
250	M&E 2	2-6-0	D. C. & Co.		1866			Sc 7-15-02
251	M&E 96	2-6-0	Dickson	108	1872			So 9-25-03
252	M&E 98	2-6-0	Dickson	109	1872	84000	98000	Sc 11-8-09
252		2-6-0W	From 349		1910			Sc 2-1915
253	L&B 230	2-6-0W	Dickson	66	1871	79000	90000	Sc 3-4-10
254	Uta 5	2-6-0W	Dickson	55	1870	99700	111000	Sc 11-19-10
255	M&E 71	2-6-0	Dickson	40	1869			Sc 5-2-03
255		2-6-0W	From 362		1910			Sc 9-30-13
256	M&E 93	2-6-0	Dickson	57	1870	84000	98000	Sc 11-8-09
256		2-6-0W	From 392		1910			Sc 9-1920
257	L&B 231	2-6-0W	R. K. & G.	694	1856	93400	112000	Sc 4-3-10
258	ML 63	4-6-0W	D. C. & Co.		1857	93400	112000	Sc 4-1914
259	Uta 18	2-6-0W	Dickson	65	1870	101200	114000	Sc 11-21-11
260	Uta 19	2-6-0W	Dickson	75	1871			Sc 6-24-02
261	ML 42	4-6-0W	D. C. & Co.		1862	93400	112000	Sc 9-26-11
262	M&E 1	2-6-0	D. C. & Co.		1866	82000	96000	Sc 12-31-10
263	M&E 73	2-6-0	Dickson	42	1869	86000	100000	Sc 3-12-12
264	L&B 232	2-6-0W	Scranton		1872	90600	102000	Sc 5-31-12

No.	Old No. & Div.	Type	Builder	C/N	Date	Weights OD	Weights Tot.	Disposition
265	M&E 4	2-6-0	D. C. & Co.		1866			Sc 7-15-02
266	M&E 68	2-6-0	Danforth		1869			Sc 7-15-02
267	ML 111	4-6-0W	Danforth		1870			Sc 6-29-08
268	ML 56	4-6-0W	D. C. & Co.		1859			Sc 2-3-09
269	O&S 10	2-6-0	Dickson	137	1873			Sc 4-7-02
270	M&E 3	2-6-0	D. C. & Co.		1866			So 9-17-06
271	M&E 5	2-6-0	D. C. & Co.		1866			So 1-12-04
272	ML 113	4-6-0W	Danforth		1870	93400	112000	Sc 11-8-09
273	M&E 7	2-6-0	D. C. & Co.		1866	82000	96000	Sc 11-15-09
274	M&E 112	2-6-0	Cooke	1240	1882			So 8-26-07
275	M&E 113	2-6-0	Cooke	1241	1882			Sc 5-2-03
276	Uta 21	2-6-0	Cooke	1242	1882			Sc 4-12-01
277	Buff 16	2-6-0	Dickson	304	1881	83348	97572	So 2-10-03
278	Buff 17	2-6-0	Dickson	305	1881	83348	97572	So 5-25-03
279	Buff 18	2-6-0	Dickson	306	1881	83348	97572	Sc 12-31-01
279		2-6-0	From 301		1902			So 2-28-03
280	Buff 19	2-6-0	Dickson	307	1881	83348	97572	So 7-29-02
281	Buff 20	2-6-0	Dickson	308	1881	83348	97572	So 6-12-02
282	Buff 21	2-6-0	Dickson	309	1881	83348	97572	So 7-29-02
283	Buff 22	2-6-0	Dickson	310	1881	83348	97572	Sc 3-15-02
284	Buff 23	2-6-0	Dickson	311	1881	83348	97572	Sc 2-23-02
285	Buff 24	2-6-0	Dickson	312	1881	83348	97572	So 7-13-06
286	Buff 25	2-6-0	Dickson	353	1882	83348	97572	So 7-29-02
287	Buff 26	2-6-0	Dickson	327	1882	83348	97572	So 9-18-05
288	Buff 27	2-6-0	Dickson	352	1882	83348	97572	Sc 1-24-01
288		2-6-0	From 302		1902			So 7-1-03
289	Buff 28	2-6-0	Cooke	1434	1883	83348	97572	Sc 11-15-09
290	Buff 29	2-6-0	Cooke	1435	1883	83348	97572	So 6-12-02
291	Buff 30	2-6-0	Dickson	354	1882	83348	97572	So 5-16-02
292	Buff 31	2-6-0	Dickson	355	1882	83348	97572	Sc 12-31-01
292		2-6-0	From 303		1902			So 3-19-07
293	Buff 32	2-6-0	Dickson	356	1882	83348	97572	So 1-31-07
294	Buff 33	2-6-0	Dickson	357	1882	83348	97572	Sc 1-1902
295	Buff 34	2-6-0	Cooke	1407	1882	83348	97572	So 6-12-02
296	Buff 35	2-6-0	Cooke	1408	1882	83348	97572	Sc 4-12-01
296		2-6-0	From 305		1902			So 12-31-03
297	Buff 36	2-6-0	Cooke	1253	1882	83348	97572	Sc 4-2-01
298	Buff 37	2-6-0	Cooke	1254	1882	83348	97572	Wr 1-6-03
299	Buff 38	2-6-0	Cooke	1255	1882	83348	97572	So 1-17-06

Disposition other than scrapping.

Nos. 201 — 299.

203. Sold Scranton, Dunmore & Moosic Lake R. R. #1. Wrecked 1910, with #2.
204. Destroyed in wreck at Hunlock Creek, Pa., with second #135.
214. Sold Scranton, Dunmore & Moosic Lake R. R. #2. Wrecked 1910, with #1.
220. Sold to Fitzhugh-Luther Co.
230. Sold to Fitzhugh-Luther Co.
232. Boiler and firebox placed on #674, when #232 was scrapped.
237. Sold to Pittsburg, Shawmut & Northern #18.
244. Sold to Westinghouse, Church, Kerr Co. Later became Lackawanna & Wyoming Valley #10.
251. Sold to Pittsburg, Shawmut & Northern #19.
270. Sold to Fitzhugh-Luther Co.
271. Sold to Stanley Merrill & Phillips Ry. Co.
274. Sold to Boyne City, Gaylord & Alpena R. R.
277. Sold to Dawson Coal & Ry. Co.; then to El Paso & Northwestern; then to El Paso & Southwestern.
278. Sold to Fitzhugh-Luther Co.
279. (2nd) Same as #277.
280. Sold to Lackawanna Iron & Steel Co.
281. Sold to Hicks Loco. & Car. Co.
282. Sold to Lackawanna Iron & Steel Co.
285. Sold to Delaware & Eastern R. R. #3. Became Delaware & Northern #3, 1911.
286. Sold to Copper Range R. R.
287. Sold to Fitzhugh-Luther Co.
288. (2nd) to Fitzhugh-Luther Co.
290. Sold to Hicks Loco. & Car Co.
291. Sold to Brooks-Scanlon Lumber Co. Florida.
292. (2nd) Sold to B. C. G. & A. R. R.
293. Sold to Rocky Mountain R. R.
295. Sold to Hicks Loco. & Car Co.
296. (2nd) Sold to Fitzhugh-Luther Co.
298. Wrecked at Groveland, N. Y.
299. Sold to Fitzhugh-Luther Co.

Fitzhugh-Luther Co. and Hicks L. & C. Co. were dealers in second-hand locomotives and railway equipment.

Some sales to other railroads were made through these and other dealers.

The following engines of this group had 18½" x 24" cylinders:— 202, 206, 209, 210, 212, 215, 217, 221 and 2nd 256.

The foregoing locomotives, 201 to 260, were replaced by the following 0-8-0 locomotives, rebuilt at Scranton Shops from the freight Pacifics, Nos. 1151 to 1190, and the Mikados, Nos. 1201 to 1222, in the years 1929 to 1935. For the renumbering and rebuilding dates refer to the table which follows. All continue in service.

Type	0-8-0
Cylinders	27″ x 30″
Dia. Drivers	58″
Valve Gear	Walschaert
Valves	Piston
Weight 201-207	258,000
Weight 208-238	265,500
Weight 239-260	266,600
Steam Pressure	210#
Tractive Force	67300#

No.	Reb. From	Date	No.	Reb. From	Date	No.	Reb. From	Date
201	1157	2-1929	221	1170	6-1931	241	1215	8-1934
202	1154	3-1929	222	1173	7-1931	242	1214	9-1934
203	1155	4-1929	223	1176	10-1931	243	1218	10-1934
204	1151	5-1929	224	1175	11-1931	244	1204	11-1934
205	1152	5-1929	225	1177	3-1932	245	1208	12-1934
206	1156	6-1929	226	1174	4-1932	246	1219	1-1935
207	1153	7-1929	227	1179	5-1932	247	1206	2-1935
208	1160	10-1929	228	1180	6-1932	248	1211	3-1935
209	1161	11-1929	229	1181	6-1932	249	1220	4-1935
210	1159	12-1929	230	1178	7-1932	250	1216	4-1935
211	1158	1-1930	231	1184	2-1933	251	1210	5-1935
212	1162	2-1930	232	1187	3-1933	252	1207	5-1935
213	1167	5-1930	233	1183	4-1933	253	1221	6-1935
214	1164	6-1930	234	1186	5-1933	254	1203	7-1935
215	1163	7-1930	235	1190	9-1933	255	1205	7-1935
216	1165	8-1930	236	1188	10-1933	256	1212	8-1935
217	1166	9-1930	237	1185	11-1933	257	1213	9-1935
218	1168	10-1930	238	1182	12-1933	258	1209	10-1935
219	1169	12-1930	239	1202	1-1934	259	1217	10-1935
220	1171	4-1931	240	1201	3-1934	260	1222	11-1935

Nos. 301 through 399

Class 6
Cylinders 18″ x 24″
Dia. Drivers 57″, etc.
Weights: Vary 60000/96000 O. D. 83000/114000 Total.

No.	Old No. & Div.	Type	Builder	C/N	Date	Weights OD	Weights Tot.	Disposition
301	Buff 39	2-6-0	Cooke	1256	1882			To 279 2-7-02
302	Buff 40	2-6-0	Cooke	1238	1882			To 288 2-1-02
303	Buff 41	2-6-0	Cooke	1239	1882			To 292 2-1902
304	Buff 42	2-6-0	Cooke	1385	1882			Sc 12-31-01
305	Buff 43	2-6-0	Cooke	1386	1882			To 296 2-1902
306	Buff 44	2-6-0	Cooke	1387	1882			So 12-31-03
307	Buff 45	2-6-0	Cooke	1388	1882			Sc 5-23-02
308	Buff 46	2-6-0	Cooke	1389	1882			So 8-18-03
309	Buff 47	2-6-0	Cooke	1390	1882			So 12-31-03
310	Buff 48	2-6-0	Cooke	1391	1882			So 12-31-03
311	Buff 49	2-6-0	Cooke	1392	1882			Sc 12-31-01
312	Buff 50	2-6-0	Cooke	1393	1882			So 4-11-03
313	Buff 51	2-6-0	Cooke	1394	1882			Sc 12-31-01
314	Buff 52	2-6-0	Cooke	1395	1882			Sc 4-30-02
315	Buff 53	2-6-0	Cooke	1396	1883			Sc 12-31-01
316	Buff 54	2-6-0	Cooke	1397	1883			So 6-12-02
317	Buff 55	2-6-0	Cooke	1398	1883			Sc 5-7-02
318	Buff 56	2-6-0	Cooke	1399	1883			So 12-31-03
319	Buff 58	2-6-0	Cooke	1437	1883			Sc 6-16-02
320	Buff 59	2-6-0	Cooke	1438	1883			To 347 1905
321	Buff 60	2-6-0	Cooke	1439	1883			Sc 3-19-01
322	Buff 61	2-6-0	Cooke	1440	1883			To 348 1905
323	Buff 62	2-6-0	Cooke	1441	1883			To 346 1905
324	Buff 63	2-6-0	Cooke	1442	1883			So 6-12-02
325	Buff 64	2-6-0	Cooke	1443	1883			So 2-28-03
326	Buff 65	2-6-0	Cooke	1237	1882			Sc 7-27-05
327	Buff 66	2-6-0	Cooke	1246	1882			So 2-28-03
328	Buff 90	2-6-0	Dickson	324	1882			Sc 12-31-01
329	Buff 97	2-6-0	Cooke	1244	1882			So 3-31-06
330	Buff 99	2-6-0	Dickson	253	1880			So 6-12-02
331	Buff 100	2-6-0	Cooke	1245	1882			Sc 12-31-01
332	Buff 101	2-6-0	Cooke	1247	1882			Wr 7-22-00
333	Buff 102	2-6-0	Cooke	1248	1882			Sc 12-24-00

No.	Old No. & Div.	Type	Builder	C/N	Date	Weights OD	Weights Tot.	Disposition
334	Buff 105	2-6-0	Dickson	314	1882			So 9-18-05
335	Buff 106	2-6-0	Dickson	321	1882			So 6-12-02
336	Buff 107	2-6-0	Dickson	257	1880			Sc 12-31-01
337	Buff 108	2-6-0	Dickson	322	1882			So 3-31-06
338	Buff 109	2-6-0	Dickson	323	1882			Sc 6-8-01
339	Buff 110	2-6-0	Dickson	325	1882			So 7-29-02
340	Buff 111	2-6-0	Dickson	313	1881			So 9-18-05
341	Buff 132	2-6-0	Dickson	326	1882			Sc 5-15-02
342	Uta 20	2-6-0	Dickson	303	1881	82800	96000C1900	To 349 1905
343	Buff 121	2-6-0	Dickson	256	1880			Sc 2-13-01
344	L&B 227	2-6-0	Dickson	254	1880			Sc 10-21-01
345	L&B 229	2-6-0	Dickson	255	1880			Sc 5-2-01
346	C&S 6	2-6-0	Dickson	186	1879			Sc 6-10-02
346		2-6-0	From 323		1905			So 9-17-06
347	ML 144	2-6-0	Dickson	188	1879			Sc 6-16-02
347		2-6-0	From 320		1905			So 3-31-06
348	ML 19	2-6-0	Dickson	189	1879			Sc 10-5-03
348		2-6-0	From 322		1905			Sc 5-2-08
349	ML 28	2-6-0	Dickson	187	1879			Sc 1-30-05
349		2-6-0W	From 342		1905			To 252 1910
350	ML 102	4-6-0W	Scranton		1869			Sc 6-24-02
351	ML 107	4-6-0	Danforth		1869			Sc 10-21-01
352	ML 108	4-6-0	Danforth		1869			Sc 3-19-01
353	ML 114	4-6-0	Danforth		1870			Sc 3-29-04
354	Buff 114	4-6-0	D. C. & Co.		1866			Sc 4-19-01
355	none							
356	ML 115	4-6-0	Danforth		1870			Sc 1-17-01
357	ML 112	4-6-0	Danforth		1870			So 8-8-00
358	ML 116	2-6-0	Danforth		1870			Sc 4-9-01
359	ML 117	2-6-0	Danforth		1870			Sc 3-19-01
360	ML 118	2-6-0	Danforth		1870			Sc 1-17-01
361	none							
362	ML 119	2-6-0	Danforth		1870	93400	112000 c1900	To 255 5910
363	Buff 120	4-6-0	Danforth		1869			Sc 9-7-01
364	ML 121	2-6-0	Dickson	62	1870			So 3-11-08
365	Buff 122	4-6-0	D. C. & Co.		1865			Sc 12-31-01
366	ML 129	2-6-0	Dickson	74	1871			Sc 11-23-03
367	ML 143	2-6-0	Baldwin	3905	1876			Sc 10-5-03
368	L&B 228	2-6-0	Dickson	73	1871			Sc 6-6-02

Old No. & Div.	Type	Builder	C/N	Date	Weights OD	Weights Tot.	Disposition
369 ML 37	4-6-0	R. K. & G.	330	1852			Sc 12-31-01
370 ML 38	4-6-0	Dickson	1	1863			So 11-18-99
371 ML 48	2-6-0	Baldwin	3916	1876			Sc 5-10-01
372 ML 62	2-6-0	Baldwin	3923	1876			Sc 3-29-04
373 ML 64	4-6-0	D. C. & Co.		1857			So 11-18-99
374 ML 71	4-6-0	D. C. & Co.		1859			Sc 12-31-01
375 ML 73	4-6-0	D. C. & Co.		1863			Sc 12-2-01
376 ML 75	4-6-0	Dickson	5	1864			Sc 1-17-01
377 ML 80	4-6-0	Dickson	15	1865			Sc 1-17-01
378 ML 81	4-6-0	D. C. & Co.		1865			Sc 11-23-03
379 ML 83	4-6-0	D. C. & Co.		1865			Sc 12-31-01
380 ML 86	4-6-0	Dickson	16	1865			Sc 12-20-00
381 ML 89	4-6-0	Swinburne		1852			Sc 3-1-01
382 ML 91	4-6-0	D. C. & Co.		1866			So 11-18-99
383 ML 92	4-6-0	D. C. & Co.		1866			Sc 12-31-01
384 ML 95	4-6-0	Dickson	21	1867			Sc 10-21-01
385 ML 96	4-6-0	Dickson	22	1867			Sc 1-17-01
386 ML 103	4-6-0	Danforth		1868			Sc 5-10-01
387 ML 104	4-6-0	Danforth		1869			Sc 12-31-01
388 ML 106	2-6-0	Baldwin	3903	1876			Sc 12-31-01
389 SBNY 8	2-6-0	Baldwin	3908	1876			So 11-18-99
390 C&S 7	4-6-0	R. K. & G.	329	1852			Sc 1-24-01
391 ML 58	4-6-0	D. C. & Co.		1857			So 11-18-99
392 ML 109	2-6-0	Dickson	150	1874			c1899 To 256 1910
393 Buff 117	2-6-0	R. K. & G.		1856			Sc 3-1-01
394 M&E 69	2-6-0	Danforth		1869			So 11-18-99
395 M&E 60	4-6-0	Baldwin	1797	1868			Sc 2-28-01
396 M&E 63	2-6-0	Danforth		1868			Sc 2-28-01
397 M&E 46	2-6-0	J. C. L. W.		1866			Sc 1-31-01
398 M&E 47	2-6-0	J. C. L. W.		1866			So 11-18-99
399 M&E 48	2-6-0	J. C. L. W.		1866			Sc 4-27-01

Notes and Disposition by sale.

306. Sold to Cuba.
308. To Fitzhugh, Luther Co.
309. To Cuba.
310. To F-L Co.
312. To F-L Co.

316. To Hicks Locomotive & Car Co.
318. To Cuba
324. To Hicks L. & C. Co.
325. To Dawson Coal & Railway #325; then to El Paso & North Eastern #325; then to El Paso & South Western #104.
327. To Dawson Coal & Railway Co.
329. To F-L Co.
330. To Hicks L. & C. Co.
332. Wrecked at Leicester, N. Y.
334. To F-L Co.
335. To Hicks Locomotive & Car Co.
337. To F-L Co.
338. Destroyed by dynamite explosion.
339. To Copper Range R. R.
340. To F-L. Co.
342. Rebuilt culm burner, 1900. Wts. 82800 O. D., 96000, Total.
346. (2nd) To F-L Co.
347. (2nd) To F-L Co.
357. To South Buffalo Ry.
362. Rebuilt Culm burner, 1900. Wts. 93400 O. D., 112000 Total.
364. To R. B. McEwen.
370. To Sanger, Harris & Bro.
373. To Sanger, Harris & Bro.
382. To Sanger, Harris & Bro.
389. To Sanger, Harris & Bro.
391. To Sanger, Harris & Bro.
392. Rebuilt culm burner, 1899. Cyls. 18½" x 24". Wts. 93400 O. D., 112000 Total
394. To Sanger, Harris & Bro.
398. To Sanger, Harris & Bro.

The foregoing locomotives, 301 to 399, were replaced by the following.

Type	2-8-0
Cylinders	21" x 26"
Dia. Dri.	57"

Valve Gear: 301-335, Stephenson; 336-373, Walschaert.
Valves: 301-336 and 350-373, Slide: 337-346, Piston
Weight O. D.: 301-346, 166000; 350-373, 169000.
Weight Total: 301-346, 186000; 350-373, 190000.

B. P.	200#
Tractive F.	34197#

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
301	305	Schenectady	6200	6204	1902	Wide	17C
306	314	Baldwin	see below		1904	Wide	17C
315	322	Schenectady	30527	30534	1905	Wide	17C
323	336	Rogers	39816	39829	1906	Wide	17C
	337	Rogers		43798	1907	Wide	17C
338	346	Rogers	43799	43807	1908	Wide	17C
350	373	Schenectady	47953	47976	1910	Semi-wide	17B

306	24011	309	24170	312	24198		
307	24151	310	24171	313	24205		
308	24161	311	24190	314	24245		

Type	2-8-0
Cylinders	26″ x 30″
Dia. Drivers	57″
Valve Gear	Walschaert
Valves	Slide
Weight O. D.	210500; (S'heated, 213000)
Weight Total	236000 (S'heated, 239000)
B. P.	165#
Tractive Force	51400#

385	399	Schenectady	49983	49997	1911	Semi-wide	

These fifteen engines were subsequently equipped with Economy steam chests and superheaters. Experiments were conducted on No. 388, using a superheater with ordinary slide valve, lubricated with Watres' National Graphite Lubricator.

Retirement Record, Engines 301 to 399. Scrapped unless otherwise noted.

1926: 309, 327
1927: 308, 311, 314, 315, 316, 332, 336
1928: 306, 313, 318, 326, 331
1929: 301, 303, 320, 335
1930: 319, 328
1932: 302, 305, 310, 312, 324
1933: 317, 322, 346
1934: 304, 325, 330
1935: 307, 321, 323, 329, 333, 334, 337, 338, 339, 340, 341, 342, 343, 345, 371
1936: 344
1937: 389, 390, 391, 394, 397
1940: 354, 361, 369, 372, 385, 386, 388, 392, 395, 396, 398, 399
1942: 350, 352, 368, 387, 393

In service, 16

350 and 352 sold to Canada & Gulf Terminal R. R.
387 and 393 sold to Atlas Powder Co.

Nos. 401 through 499.

Class	Cylinders	DD.
6	18″ x 24″	57″ etc.
6A	18″ x 24″	63⅜″
6B	18″ x 24″	55″
6C	18″ x 24″	58″
7	18″ x 24″	55″
8	18″ x 22″	64⅜″
8A	18″ x 22″	69⅜″
9	18″ x 24″	63″ etc.
9A	18″ x 24″	64⅜″
9B	18″ x 24″	69″ etc.
9C	18″ x 24″	67″
	18½″ x 24″ cyls. marked*	

Old No. No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
401 M&E 49	2-6-0	J. C. L. W.		1866	6			Sc 1-31-01
402 L&B 23	2-6-0W	Dickson			6	92800	106000	Sc 9-1913
403 ML 44	4-6-0W	D. C. & Co.		1853	6	93400	112000	Sc 5-31-12
404 ML 78	4-6-0W	D. C. & Co.		1865	6*	63400	112000	Sc 9-1920
405 Buff 103	2-6-0	Cooke	1249	1882	6			So 11-21-07
406 Buff 104	2-6-0	Cooke	1250	1882	6			Sc 5-10-02
408 ML 60	4-6-0W	R. K. & G.		1852	6A*	98800	121500	Sc 3-1923
409 ML 27	4-6-0W	N. J. L. W.		1856	6A*	98800	121500	Sc 6-1924
411 L&B 219	2-6-0	D. C. & Co.		1866	6B			So 11-5-06
413 O&S 9	2-6-0W	Dickson	63	1870	6C	94200	109000	Sc 9-30-11
415 L&B 215	4-6-0	Baldwin	1077	1862	7			Sc 3-1-01
416 L&B 218	4-6-0	Baldwin	1275	1864	7			Sc 2-16-01
417	4-4-0	see note						Sc 1902
418 M&E 15	4-4-0	D. C. & Co.		1864	8			Sc 4-22-02
419 M&E 87	4-4-0	D. C. & Co.		1865	8			Sc 5-2-03
420 ML 3	4-4-0	Taunton	233	1857	8A	60600	85600	Sc 10-13-08
425 Utica 15	4-4-0W	Cooke		1871	9	75000	107000	Sc 1-1915
426 Utica 6	4-4-0W	Cooke		1870	9	75000	107000	Sc 9-28-12
427 SBNY 20	4-4-0W	Syracuse		1871	9	74700	113900	Sc 8-21-12
428 Utica 16	4-4-0W	Cooke		1871	9	75000	107000	Sc 9-1914
429 Utica 10	4-4-0W	Rogers			9	76500	108500	Sc 8-31-12
430 Utica 14	4-4-0W	Scranton		1870	9	75000	107000	Sc 9-28-12
431 Utica 26	4-4-0W	Utica		1892	9	79200	111000	Sc 7-1914
432 SBNY 19	4-4-0	Syracuse		1880	9			Sc 1-24-01
435 M&E 146	4-4-0	D. C. & Co.		1857	9A	69000	102000	Sc 5-31-12
436 M&E 86	4-4-0	Rogers			9A	70000	101000	Sc 6-17-11

No.	Old No. & Div.	Type	Builder	C/N	Date	Weights OD	Weights Tot.	Disposition
437	M&E 88	4-4-0	Cooke	1019	1876 9A	70000	101000	Sc 4-22-11
438	M&E 117	4-4-0	Cooke	1373	1883 9A			So 11-18-99
438		4-4-0	From 145		1910			Sc 6-3-10
439	M&E 118	4-4-0	Cooke	1374	1883 9A			Sc 2-20-09
439		4-4-0	From 146		1910			Sc 5-26-10
440	M&E 114	4-4-0	Syracuse		1882 9A			Sc 12-9-06
441	M&E 115	4-4-0	Syracuse		1882 9A			Sc 5-2-04
442	M&E 12	4-4-0	Cooke	1401	1883 9A	66000	94000	Sc 11-15-09
443	M&E 25	4-4-0	Kingsland		1881 9A			So 5-10-08
444	M&E 39	4-4-0	Kingsland		1882 9A	58000	85000	Sc 2-3-09
445	M&E 24	4-4-0	Kingsland		1880 9A			Sc 8-31-07
446	M&E 40	4-4-0	Kingsland		1878 9A			Sc 10-18-04
447	M&E 64	4-4-0	Kingsland		1878 9A			So 6-30-01
448	Susx 7	4-4-0	Cooke	1077	1880 9A	57000	84000	Sc 1-30-09
449	Susx 8	4-4-0	Cooke	1094	1880 9A	57000	84000	Sc 8-5-05
455	ML 6	4-4-0W	Scranton		1871 9B	76800	111900	Sc 11-1914
456	SBNY 18	4-4-0W	Syracuse		1880 9B	69000	92600	Sc 6-1914
457	Utica 4	4-4-0W	D. C. & Co.		1865 9B	80000	112000	Sc 12-30-12
458	ML 9	4-4-0W	Baldwin	3895	1876 9B*	76900	110000	Sc 8-1920
459	Utica 7	4-4-0	Cooke		1871 9B			So 4-22-08
460	Utica 11	4-4-0W	Rogers		1870 9B	76800	107000	Sc 6-1916
461	Utica 27	4-4-0W	Utica		1893 9B	80000	112000	Sc 12-28-11
462	Utica 25	4-4-0	Utica		1891 9B	78200	108000	Sc 4-22-11
463	SBNY 10	4-4-0	Syracuse		1879 9B	75200	100800	Sc 3-15-10
464	Utica 22	4-4-0	Utica		1885 9B	72600	98500	Sc 11-8-09
465	ML 2	4-4-0W	Scranton		1889 9B	76400	107500	Sc 6-22-11
466	ML 1	4-4-0W	D. C. & Co.		1857 9B*	71600	100000	Sc 6-22-11
467	ML 4	4-4-0W	R. K. & G.	282	1851 9B*	73000	106000	Sc 10 7-11
468	SBNY 6	4-4-0	Syracuse		1879 9B	69500	98000	Sc 2-5-10
469	Utica 12	4-4-0	N. J. L. W.		1855 9B			Sc 9-30-02
470	M&E 125	4-4-0	Dickson		1884 9B	64000	90000	Sc 11-15-09
471	M&E 116	4-4-0	Cooke	1404	1883 9B			Sc 1902
472	M&E 26	4-4-0	D. C. & Co.		1865 9B			Sc 1-30-09
477		4-4-0	From 901		1905			Sc 4-15-11
478		4-4-0	From 944		1905			Sc 1-30-09
479		4-4-0	From 945		1905			Sc 11-15-09
480	L&B 207	4-4-0	Kingston		1892 9C	70000	98000	So 3-3-09
481		4-4-0	From 946		1905			Sc11-15-09
482		4-4-0	From 947		1905			So 2-5-06

No.	Old No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
483		4-4-0	From 948		1905				Sc 2-3-09
483		4-4-0	From 531		1911				Sc 5-31-12
484		4-4-0	From 949		1905				So 2-7-06
484		4-4-0	From 532		1911				Sc 9-28-12
485		4-4-0	From 950		1905				So 9-14-06
485		4-4-0	From 533		1911				Sc 5-31-12
486		4-4-0	From 951		1905				So 5-7-06
486		4-4-0	From 536		1911				Sc 9-28-12
487		4-4-0	From 952		1905				So 5-7-06
487		4-4-0	From 538		1911				Sc 9-18-13
488		4-4-0	From 953		1904				So 6-8-07
488		4-4-0	From 540		1911				Sc 6-1917
489		4-4-0	From 955		1904				Sc 11-15-09
489		4-4-0W	From 939		1910				Sc 12-31-13
490		4-4-0	From 956		1904				Sc 11-15-09
490		4-4-0	From 940		1910				Sc 6-29-11
491		4-4-0	From 957		1904				Sc 10-31-07
491		4-4-0	From 941		1910				Sc 1-13-13
492		4-4-0	From 958		1904				Sc 2-3-09
492		4-4-0W	From 942		1910				Sc 6-1916
493		4-4-0	From 959		1904				Sc 11-10-06
493		4-4-0W	From 943		1910				Sc 6-1914
494		4-4-0	From 961		1904				Sc 6-17-11
495		4-4-0	From 965		1904				Sc 6-17-11
496		4-4-0	From 966		1904				Sc 4-30-11
497		4-4-0	From 967		1904				Sc 6-17-11
498		4-4-0	From 968		1904				Sc 9-17-10
499		4-4-0	From 969		1904				So 8-25-06

405. Sold to Buffalo, Attica & Arcade R. R., through F-L Co.
411. Sold to Atlanta & St. Andrews Bay R. R. (Georgia)
417. Renumbering list of 1899 shows *no* engine to #417, but shows M&E 116 to #471. Company records show #417 scrapped in 1902, but do not list #471 in any place.
438. Sold to Sanger, Harris & Bro.
443. To Western Alleghany R. R., through F-L Co.
446. Wrecked at Newton, N. J., 10-2-04.
447. To Delaware Valley Construction Co. #1.
456. Cyls. 18¼" x 24".
459. Resold to Pittsburg, Binghamton & Eastern. Returned to FHL Co. 1-8-09, and sold to Gulf, Texas & Western R. R., 3-3-09.

480. Sold to Gulf, Texas & Western R. R.
482. Sold, Delaware & Eastern #1. Became Delaware & Northern #5.
484. (1st) Sold, Delaware & Eastern #2. Became D. & N. #4.
485. (1st) Sold, Delaware & Eastern #4. Became D. & N. #6.
486. (1st) Sold to Virginia, Carolina & Coast R. R.
487. (1st) Sold to Virginia, Carolina & Coast R. R.
488. (1st) Sold to Missouri & North Arkansas R. R.
499. To F-L Co. Resold to Delaware & Eastern #5, 6-10-08.

The foregoing engines, Nos. 401 to 499, were replaced by the following Diesel Electric switch engines, all 0-4-4-0 type.

Nos. Fr.	Nos. To	Builder	C/N From	C/N To	Date
	401	Schenectady	68609		1933
402	408	Schenectady	68636	68642	1933/4
409	411	Schenectady	69257	69259	1940
425	426	Electro Motive Corp	527	528	1935
427	429	Electro Motive Corp.	1027	1029	1940
430	437	Electro Motive Corp.	1051	1058	1940
450	452	General Electric Co.	11564	11566	1933/4
	453	General Electric Co.	11570		1934
454	455	General Electric Co	11638	11639	1934
461	465	Electro Motive Corp.	3391	3395	1945
475	476	Schenectady	73641	73642	1945
477	479	Schenectady	74324	74326	1945

	401-08	409-11	425-26	427-37	450-55	461-65	475-79
Dia. Dri.	40″	40″	40″	40″	40″	40″	40″
Weight	203000	197500	204150	199500	204000	248000	230000
Tr. Force	60900#	49500#	61000#	49500#	60900#	75000#	69000#

Nos. 501 through 599.

Class	Cylinders	DD.
10	19″ x 24″	52″
10A	19″ x 24″	63″ etc.
10B	19″ x 24″	58″
11	19″ x 24″	64⅜″

Old No. No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
501 L&B 217	2-6-0W	Kingston		1889	10	92200	105000	To 510 1906
502 L&B 208	2-6-0W	Kingston		1888	10	91700	104400	Sc 6-24-02
503 L&B 226	2-6-0W	Kingston		1887	10	90000	102600	To 511 1906
504 L&B 225	2-6-0W	Kingston		1886	10	88000	102000	To 514 1906
505 Buff 127	2-6-0	Kingston		1885	10		90000	Sc 1-1-05

No.	Old No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
506	Buff 130	2-6-0	Kingston		1884	10			So 8-24-03
507	Buff 131	2-6-0	Kingston		1884	10			Sc 6-17-02
508	Buff 128	2-6-0	Kingston		1883	10			Sc 5-15-02
509	Buff 125	2-6-0	Kingston		1882	10			Sc 6-10-02
510	Buff 129	2-6-0	Kingston		1881	10			So 7-29-02
510		2-6-0W	From 501		1906				To 513 1909
511	Buff 126	2-6-0	Kingston		1880	10			So 5-10-02
511		2-6-0W	From 503		1906				Sc 9-13-08
512	L&B 223	2-6-0W	Kingston		1880	10			Sc 7-3-08
513	L&B 224	2-6-0W	Kingston		1881	10	90200	101000	Sc 12-31-08
513		2-6-0W	From 510		1909				Sc 8-23-13
514		2-6-0W	From 504		1906				Sc 9-22-09
515	M&E 79	2-6-0W	Kingsland		1898	10A	114000	130000	Sc 6-1920
516	ML 11	2-6-0W	Dickson	839	1891	10A	106700	120700	Sc 3-1915
517	ML 12	2-6-0W	Dickson	840	1891	10A	106700	120700	Sc 6-1925
518	ML 13	2-6-0W	Dickson	841	1891	10A	106700	120700	Sc 6-1925
519	ML 14	2-6-0W	Dickson	842	1891	10A	106700	120700	Sc 6-1925
520	M&E 154	2-6-0W	Dickson	843	1891	10A	101000	115000	Sc 4-1928
521	M&E 155	2-6-0W	Dickson	844	1891	10A	101000	115000	Sc 12-18-11
522	M&E - - -	2-6-0W	Kingsland		1899	10A	114000	130000	Sc 6-1920
525	SBNY 13	2-6-0W	D. C. & Co.		1867	10B	97500	114900	Sc 12-1916
526	SBNY 1	2-6-0W	D. C. & Co.		1867	10B	96600	113800	Sc 9-1913
530	M&E 13	4-4-0	Cooke	2315	1895	11	79000	108000	Sc 6-17-11
531	M&E 27	4-4-0	Cooke	2316	1895	11	79000	108000	To 483 1911
532	M&E 23	4-4-0	Cooke	2254	1893	11	79000	108000	To 484 1911
533	M&E 83	4-4-0	Cooke	2255	1893	11	79000	108000	To 485 1911
534	M&E 160	4-4-0	Cooke	2256	1893	11	79000	108000	Wr 3-2-06
535	M&E 30	4-4-0	Cooke	2229	1892	11	79000	108000	To 961 1900
536	M&E 78	4-4-0	Cooke	2218	1892	11	79000	108000	To 486 1911
537	M&E 156	4-4-0	Cooke	2219	1892	11	79000	108000	Sc 5-20-11
538	M&E 157	4-4-0	Cooke	2220	1892	11	79000	108000	To 487 1911
539	M&E 158	4-4-0	Cooke	2230	1892	11	79000	108000	Sc 5-20-11
540	M&E 159	4-4-0	Cooke	2231	1892	11	79000	108000	To 488 1911

510. (1st) sold to Lackawanna Iron & Steel Co.

511. (1st) sold to Lackawanna Iron & Steel Co.

531. Rebuilt with 63" driving wheels.

535. Rebuilt with 69" driving wheels and transferred to Class 19, No. 961, in 1900.

The foregoing locomotives, 501 to 540, were replaced by the following.

Type	2-6-0
Cylinders	21″ x 26″
Dia. Dri.	57″
Valve Gear	Stephenson
Valves	Slide
Weight O. D.	501-8, 153000; 509-10, 156000
Weight-Total	501-8, 176000; 509-10, 177000
Steam Pressure	200#
Tractive Force	34200#

Nos.			C/N				Old
From	To	Builder	From	To	Date	Fbx.	Class
501	506	Rogers	39850	39855	1906	Semi-wide	10E
507	508	Schenectady	45533	45534	1908	Semi-wide	10E
509	510	Schenectady	46164	46165	1909	Semi-wide	10E

Type	2-6-0
Cylinders	20½″ x 26″
Dia. Dri.	63″

Valve Gear: 534-549, 564-569, Walschaert; 550-563, Stephenson

Valves	Slide
Wt. O.D.	534-540, 152500; 541-549, 150500; 550-569, 140000
Wt. Total.	534-540, 173500; 541-549, 171500; 550-569, 161000
Steam Pressure	200#
Tractive Force	29484#

Nos.			C/N				Old
From	To	Builder	From	To	Date	Fbx.	Class
534	540	Schenectady	50008	50014	1911	Semi-wide	10C
541	549	Schenectady	46145	46153	1909	Semi-wide	10C
550	556	Schenectady	27276	27282	1903	Semi-wide	10C
557	562	Baldwin	see below		1904	Semi-wide	10C
563	564	Rogers	39856	39857	1906	Semi-wide	10C
565	569	Schenectady	45528	45532	1908	Semi-wide	10C

557	24131	559	24145	561	24204
558	24132	560	24184	562	24231

Type	2-6-0
Cylinders	20½″ x 26″
Dia. Dri.	63″
Valve Gear.	570-588 Stephenson; 589, Walschaert
Valves	Slide
Weight O. D.	144000
Wt. Total	165000
Steam Pressure	200#
Tractive Force	29484

570	587	Schenectady	27283	27300	1903	Wide	10D
588	589	Rogers	39842	39843	1906	Wide	10D

Retirement Record, Engines 501 to 589.
Scrapped unless otherwise noted.

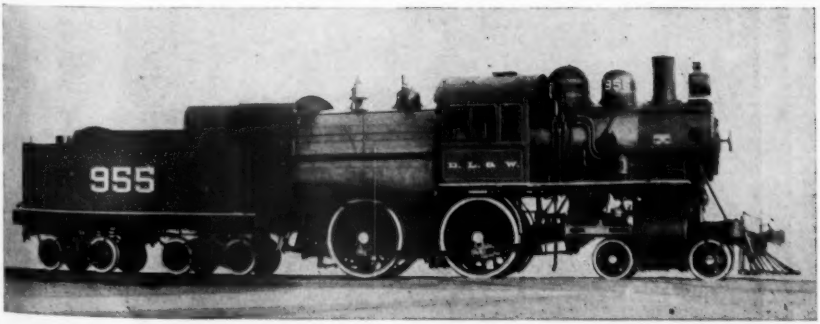
1925: 584
1926: 559, 573, 574, 577, 579, 581, 582, 583, 585, 587
1927: 560, 575, 576, 580, 586, 588
1928: 557, 558, 561, 589
1929: 551, 552, 578
1930: 501, 502, 503, 553, 563
1931: 505, 507
1932: 510, 570, 571
1933: 509
1934: 555, 567, 572
1935: 556, 562
1936: 550. 565 sold to Dansville & Mt. Morris R. R.
1937: 504, 506, 508, 554
1938: 535, 548
1940: 541, 542
1942: 536, 537, 539, 544, 564, 568
1945: 540
1946: 538, 545, 546, 566
1947: 534, 543, 549, 569
In service: 547.

Nos. 601 through 699

Class	Cylinders	DD.
12	19″ x 24″	57¾″
13	19″ x 26″	57¾″
14	20″ x 24″	63″ etc
14A	20″ x 24″	69⅜″
15	20″ x 26″	69⅜″
16	21″ & 30″ x 26″	63⅜″

No.	Old No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
601	L&B 220	2-6-0W	Kingston		1899	12	92000	106000	Sc 1919
602	Buff 69	2-6-0	Cooke	1243	1882	12	98200	115000	Sc 4-30-11
603	Buff 57	2-6-0	Cooke	1436	1883	12	98200	115000	Sc 6-8-11
604	L&B 216	2-6-0W	Kingston		1898	12	103350	118794	To 12 1912
605	L&B 221	2-6-0W	Kingston		1896	12	92000	106000	To 6 1913
606	ML 125	2-6-0W	Dickson	865	1892	12	100000	115000	Sc 10-1915
607	ML 128	2-6-0W	Dickson	868	1892	12	100000	115000	Sc 1-1914
608	ML 134	2-6-0W	Dickson	866	1892	12	100000	115000	So 1918

No. 807. Brooks, 1899. At. Scranton, Pa. Scrapped, 1923.

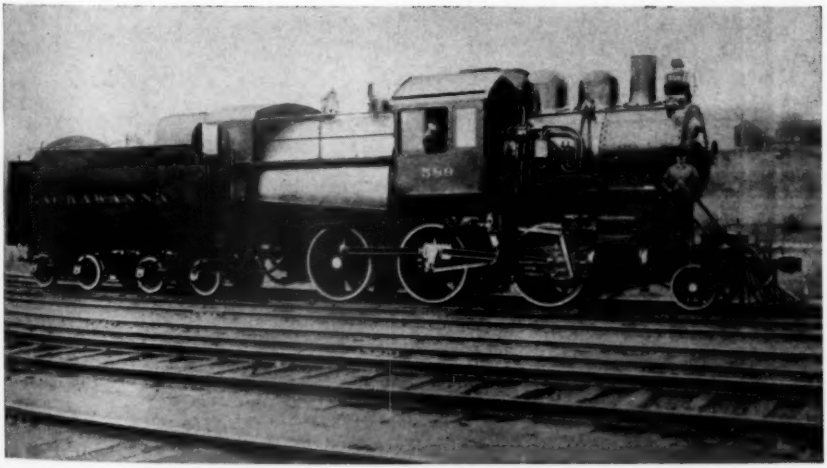


Courtesy of American Locomotive Co.

No. 955. Schenectady, 1905. The road's second "superheated" engine.

Courtesy of American Locomotive Co.

No. 479. Latest 1000 H. P. Diesel Switcher. Schenectady, 1945.



No. 589. Rogers, 1906. Built for manifest freight service.

Old No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
609 ML 135	2-6-0W	Dickson	867	1892	12	100000	115000	Sc 9-1920
610 ML 141	2-6-0W	Dickson	869	1892	12	100000	115000	To 10 1912
611 ML 172	2-6-0W	Dickson	872	1892	12	100000	115000	Sc 11-1926
612 ML 55	2-6-0W	Dickson	845	1891	12	100000	115000	Sc 6-1914
613 ML 142	2-6-0W	Dickson	870	1892	12	100000	115000	Sc 12-1915
614 ML 166	2-6-0W	Dickson	871	1892	12	100000	115000	Sc 4-1915
615 ML 57	2-6-0W	Dickson	846	1891	12	100000	115000	To 5 1912
616 ML 85	2-6-0W	Dickson	847	1891	12	100000	115000	Sc 9-1916
617 ML 90	2-6-0W	Dickson	848	1891	12	100000	115000	Sc 9-1920
618 Buff 98	2-6-0	Buffalo		1889	12	84000	98000	Sc 12-14-09
619 ML 165	2-6-0W	Dickson	738	1890	12	100000	115000	Sc 6-1919
620 M&E 143	2-6-0W	Dickson	706	1889	12	98000	114000	Sc 10-1915
621 M&E 144	2-6-0W	Dickson	707	1889	12	98000	114000	Sc 12-1915
622 ML 140	2-6-0W	Dickson	698	1889	12	100000	115000	To 3 1916
623 ML 149	2-6-0W	Syracuse		1889	12	100000	115000	Sc 12-1914
624 ML 150	2-6-0W	Dickson	699	1889	12	100000	115000	Sc 5-1915
625 ML 151	2-6-0W	Dickson	708	1889	12	100000	115000	Sc 12-30-12
626 ML 152	2-6-0W	Dickson	700	1889	12	100000	115000	Sc 2-25-13
627 ML 153	2-6-0W	Dickson	701	1889	12	100000	115000	Sc 12-1914
628 ML 154	2-6-0W	Dickson	702	1889	12	100000	115000	Sc 9-1920
629 ML 155	2-6-0W	Dickson	703	1889	12	100000	115000	Sc 6-1916
630 ML 167	2-6-0W	Dickson	704	1889	12	100000	115000	Sc 12-1913
631 ML 168	2-6-0W	Dickson	705	1889	12	100000	115000	So 5-1917
632 ML 169	2-6-0W	Dickson	710	1889	12	100000	115000	Sc 9-30-11
633 ML 170	2-6-0W	Dickson	711	1889	12	100000	115000	Sc 3-25-14
634 ML 171	2-6-0W	Dickson	712	1889	12	100000	115000	Sc 4-1915
635 O&S 16	2-6-0W	Syracuse		1889	12	98000	116000	Sc 6-29-11
636 Utica 24	2-6-0W	Utica		1889	12	102700	118000	To 11 1912
637 Utica 23	2-6-0W	Utica		1888	12	102700	118000	Sc 5-1915
638 M&E 137	2-6-0W	Dickson	643	1888	12	98000	114000	Sc 4-1914
639 Buff 84	2-6-0	Buffalo		1886	12	98000	114000	Sc 2-3 09
640 ML 23	2-6-0W	Cooke	1774	1887	12	98000	114000	Sc 12-1915
641 ML 159	2-6-0W	Cooke	1776	1887	12	98000	114000	Sc 6-1919
642 ML 160	2-6-0W	Dickson	644	1888	12	100000	115000	Sc 12-1916
643 ML 161	2-6-0W	Cooke	1772	1887	12	98000	114000	Sc 6-1917
644 ML 162	2-6-0W	Dickson	646	1888	12	100000	115000	Sc 9-1916
645 ML 163	2-6-0W	Cooke	1773	1887	12	98000	114000	Sc 12-31-08
646 ML 164	2-6-0W	Dickson	645	1888	12	100000	115000	Sc 6-1920
647 ML 177	2-6-0W	Dickson	649	1888	12	100000	115000	Sc 10-1913

No.	Old No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
648	ML 178	2-6-0W	Dickson	647	1888	12	100000	115000	Sc 10-23-11
649	ML 179	2-6-0W	Dickson	648	1888	12	100000	115000	Sc 12-1915
650	ML 235	2-6-0W	Dickson	640	1888	12	100000	115000	Sc 6-1916
651	ML 237	2-6-0W	Dickson	642	1888	12	100000	115000	Sc 4-30-13
652	ML 238	2-6-0W	Utica		1888	12	100000	115000	Sc 9-15-11
653	ML 236	2-6-0W	Dickson	641	1888	12	100000	115000	Sc 9-15-11
654	M&E 65	2-6-0	Kingsland		1887	12			Sc 12-31-08
655	M&E 135	2-6-0W	Cooke	1779	1887	12	98000	114000	Sc 10-1915
656	ML 239	2-6-0W	Utica		1889	12	100000	115000	Sc 1916
657	ML 45	2-6-0W	Cooke	1775	1887	12	98000	114000	Sc 12-1916
658	ML 61	2-6-0W	Cooke	1777	1887	12	98000	114000	Sc 5-31-12
659	M&E 41	2-6-0W	Cooke	1778	1887	12	98000	114000	Sc 3-14-12
660	M&E 84	2-6-0	Kingsland		1886	12			So 5-29-07
661	Buff 87	2-6-0	Cooke	1586	1884	12			So 2-5-06
662	Buff 88	2-6-0	Cooke	1587	1884	12			So 6-26-06
663	M&E 130	2-6-0	Cooke	1588	1884	12			So 1-31-07
664	M&E 131	2-6-0	Cooke	1589	1884	12			Sc 11-20-09
665	M&E 132	2-6-0	Cooke	1590	1884	12			Sc 7-17-08
666	M&E 123	2-6-0	Dickson	450	1883	12	84000	98000	So 8-11-05
667	M&E 124	2-6-0	Dickson	451	1883	12	84000	98000	Sc 11-20-09
668	ML 145	2-6-0W	Scranton		1882	12	93400	112000	Sc 11-20-09
669	ML 146	2-6-0W	Scranton		1882	12	93400	112000	Sc 11-20-09
670	Buff 83	2-6-0	Dickson	453	1883	12	92900	106000	So 8-11-05
671	Buff 85	2-6-0	Dickson	454	1883	12	92900	106000	So 6-11-06
672	Buff 86	2-6-0	Dickson	456	1883	12	92900	106000	So 1-31-07
673	Buff 89	2-6-0	Dickson	452	1883	12	92900	106000	Sc 12-14-09
674	Buff 93	2-6-0	Cooke	1585	1884	12	92900	106000	Sc 1-1915
675	Buff 94	2-6-0	Cooke	1584	1884	12	92900	106000	Sc 11-20-09
676	Buff 95	2-6-0	Dickson	455	1883	12	92900	106000	So 8-26-07
677	Buff 96	2-6-0	Cooke	1583	1884	12			So 8-7-07
685	M&E 61	2-6-0W	Cooke	2412	1898	13	122000	138000	Sc 6-1925
686	M&E 67	2-6-0W	Cooke	2413	1898	13	122000	138000	Sc 10-1924
688	B&P 8	4-6-0	Cooke	2386	1898	—	109700	130000	So 1918
689	B&P 9	4-6-0	Cooke	2548	1900	—	109700	130000	So 1918
690	M&E 161	4-6-0W	Cooke	2257	1893	14	112000	140000	Sc 6-1925
691	M&E 162	4-6-0W	Cooke	2258	1893	14	112000	140000	Sc 6-1925
692	ML 15	4-6-0W	Scranton		1893	14	112700	139700	Sc 7-1926
693	ML 16	2-6-0W	Baldwin	13114	'92	14	115100	141800	Sc 10-1924
695	ML 247	4-6-0W	Kingston		1894	14A	120300	147600	Sc 1-1925
697	ML 7	4-6-0W	Scranton		1898	15	112000	140000	Sc 11-1926
699	ML 17	4-6-0W	Cooke	2250	1893	16	120000	153000	Sc 6-1925

Roster Notes

604. Changed to 0-6-0, Scranton, 1912, and renumbered #12. Wt. 118794 pounds.
605. Changed to 0-6-0, Scranton, 1913, and renumbered #6. Wt. 106000 pounds.
608. Sold to Moore Timber Co. Florida.
610. Changed to 0-6-0, Scranton, 1912, and renumbered #10. Wt. 115000 pounds.
615. Changed to 0-6-0, Scranton, 1912, and renumbered #5. Wt. 115000 pounds.
622. Changed to 0-6-0, Scranton, 1916, and renumbered #3. Wt. 115000 pounds.
631. Sold to Edison Portland Cement Co.
636. Changed to 0-6-0, Scranton, 1912, and renumbered #11. Wt. 118000 pounds.
660. Sold F-L Co. Re-sold to Wharton Furnace Co.
661. Sold to Unidad Sugar Co.
662. Sold to Ruane Iron Works.
663. Sold to Emporia Mfg. Co.
666. Sold to Fitzhugh-Luther Co.
670. Sold to Fitzhugh-Luther Co.
671. Sold to Tonapah & Tidewater R. R. #2.
672. Sold Ruane Iron Works.
674. Rebuilt to culm burner, 1900, with boiler and firebox from #232.
676 and 677. Sold to M. P. & T. Davis, Montana.
688 and 689. From Nos. 8 and 9, 1911. Sold Wharton & Northern, July, 1918.
695-697-699. In 1913-14, these engines were rebuilt at Scranton. In addition to new boilers and running gear, they were equipped with steam domes, sandboxes and cabs generally similar to those of the new 900 class engines. New weights; 695, O. D. 122300, total, 154500; 697, O. D. 112000, total 150000; 699, no change.
699. Converted to single expansion, 21″ x 26″, in 1906.

The engines of the 600 series have been partly replaced by the following Diesels.

For Road Freight Service.

Nos.	Builder	Date	Rating	D.D.	Wt.	T.F.
601 to 604	E. M. C.	1945	3 1350 HP units	40″	676500	169000
605 to 606	E. M. C.	1946	3 1500 HP units	40″	692550	168990
621	E. M. C.	1948	3 1500 HP units	40″	692000	173000

Road Freight and Pusher Service.

651 to 654	E. M. C.	1945	2 1350 HP units	40″	450500	112600
655 to 656	E. M. C.	1946	2 1500 HP units	40″	461590	112640
657 to 662	E. M. C.	1948	2 1500 HP units	40″	462000	115500

Construction Numbers.

	a unit	b unit	c unit		a unit	b unit
601	2711	2719	2712	653	2705	2709
602	2713	2720	2714	654	2706	2710
603	2715	2721	2716	655	3729	3731
604	2717	2722	2718	656	3730	3732
605	3723	3727	3724	657	4973	4979
606	3725	3728	3726	658	4974	4980
621	4595	4597	4596	659	4975	4981
651	2703	2707		660	4976	4982
652	2704	2708		661	4977	4983
				662	4978	4984

NOTE: Nos. 621 and 657 thru 662 were ordered for 1947 delivery, but were not received until 1948.

Nos. 701 through 745.

CLASS	CYLINDERS	DD.
17	20″ x 24″	52″
17A	20″ x 24″	51″
18	19″ x 24″	52″

OLD No. & DIV.	TYPE	BUILDER	C/N	DATE	CL	WEIGHTS OD	WEIGHTS TOT.	DISPOSITION
701 ML 122	2-8-0W	Baldwin	3901	1876	17	112000	128300	Sc 12-1915
702 ML 53	2-8-0W	Cooke	1088	1879	17	112000	128300	Sc 6-1919
703 ML 124	2-8-0W	Baldwin	3902	1876	17	112000	128300	Sc 5-1918
704 ML 41	2-8-0W	Cooke	1087	1879	17	112000	128300	Sc 6-1916
705 ML 100	2-8-0W	Baldwin	3898	1876	17	112000	128300	Sc 6-1926
706 ML 148	2-8-0W	Dickson	713	1889	17	109100	126500	Sc 10-1914
707 ML 157	2-8-0W	Dickson	714	1889	17	109100	126500	Sc 5-1926
708 ML 158	2-8-0W	Dickson	717	1889	17	109100	126500	Sc 6-1924
709 ML 175	2-8-0W	Dickson	716	1889	17	109100	126500	Sc 12-1915
710 ML 176	2-8-0W	Dickson	715	1889	17	109100	126500	Sc 10-1915
711 ML 190	2-8-0W	Cooke	1780	1888	17	109100	126500	Sc 5-1915

No.	Old No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
712	ML 191	2-8-0W	Cooke	1781	1888	17	109100	126500	Sc 9-1915
713	ML 192	2-8-0W	Cooke	1782	1888	17	109100	126500	Sc 1-1916
714	ML 193	2-8-0W	Cooke	1783	1888	17	109100	126500	7-29-01
714		2-8-0	From 726		1909				Sc 11-15-09
715	ML 194	2-8-0W	Cooke	1784	1888	17	109100	126500	Sc 12-7-00
715		2-8-0W	From 737		1909				Sc 3-1921
716	ML 195	2-8-0W	Cooke	1785	1888	17	109100	126500	Sc 12-30-12
717	ML 196	2-8-0W	Cooke	1877	1888	17	109100	126500	Sc 7-1917
718	ML 197	2-8-0W	Cooke	1878	1888	17	109100	126500	Sc 10-1924
719	ML 198	2-8-0W	Cooke	1879	1888	17	109100	126500	Sc 2-1915
720	ML 199	2-8-0W	Cooke	1880	1888	17	109100	126500	Sc 5-24-19
721	ML 200	2-8-0W	Cooke	1881	1888	17	109100	126500	Sc 10-1924
722	Buff 112	2-8-0	Dickson	463	1884	17	102450	116650	Sc 7-9-09
723	Buff 68	2-8-0	Dickson	460	1884	17	102450	115650	So 8-22-08
724	Buff 91	2-8-0	Dickson	461	1884	17	102450	115650	So 1-28-08
725	Buff 92	2-8-0	Dickson	459	1884	17	102450	115650	So 2-19-08
726	Buff 113	2-8-0	Dickson	462	1884	17	102450	115650	To 714 1909
727	ML 101	2-8-0W	Cooke	1140	1880	17			Sc 8-21-08
728	ML 136	2-8-0W	Cooke	1141	1880	17			Sc 8-31-07
729	ML 137	2-8-0W	Cooke	1142	1880	17			Sc 12-13-04
730	ML 138	2-8-0W	Cooke	1143	1880	17			Sc 12-31-08
731	ML 139	2-8-0W	Cooke	1144	1880	17			Sc 10-10-08
732	ML 33	2-8-0W	Cooke	1085	1879	17			Sc 5-19-02
733	ML 40	2-8-0W	Cooke	1086	1879	17			Sc 4-25-04
734	ML 130	2-8-0W	Baldwin	3911	1876	17			Sc 12-31-01
735	ML 156	2-8-0W	Baldwin	3900	1876	17			Sc 10-16-08
736		2-8-0	From 740	4-1-1901					Sc 11-12-01
737		2-8-0W	From 745	4-1-1901					To 715 1909
740	M&E 56	2-8-0	Baldwin	1676	1867	17A			To 736 1901
741	M&E 58	2-8-0	Baldwin	1782	1868	17A			Sc 2-28-01
745	ML 34	2-8-0W	Baldwin	2840*	1872	18	88600	102600	To 737 1901

714. (1st) Destroyed by boiler explosion.
724. Sold to Peoria Terminal Co.
725. Sold to Glenfield Western R. R.
727. Rebuilt with end cab on top of firebox.
745. Roster weights to 1905 shown as 81000, O. D. and 91000 Total.

*Construction No. of #745 was 2840 or 2869.

The foregoing locomotives, 701 to 745 were replaced by the following.

Type	2-8-0
Cylinders	21″ x 26″
Dia. Dri.	57″
Valve Gear	740-783, Stephenson. Others, Walschaert
Valves	Slide
Weight O. D.	740-797, 157500; Others, 169500.
Weight Total	740-797, 178000; Others, 190000.
Steam Pressure	200#
Tractive Force	34197#

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
724	739	Schenectady	46125	46140	1909	Semi-wide	17B
740	759	Schenectady	5977	5996	1901	Semi-wide	17B
760	769	Dickson	1257	1266	1901	Semi-wide	17B
770	779	Schenectady	6175	6184	1902	Semi-wide	17B
780	783	Rogers	39858	39861	1906	Semi-wide	17B
784	797	Schenectady	45514	45527	1908	Semi-wide	17B
798	799	Schenectady	46141	46142	1909	Semi-wide	17B

Retirement Record, Engines 724 to 799. Scrapped unless otherwise noted.

1920: 746
1926: 755, 769, 771
1927: 740, 744, 750, 753, 754, 758
1928: 748 (sold Wharton & Northern) 759, 762
1929: 742, 743, 745, 752, 756, 757, 764, 765, 768
1932: 749, 751, 760, 763, 766, 781, 794
1934: 741, 747
1935: 761, 767, 770
1936: 772, 773, 774, 775, 776, 777, 778, 780, 782, 783, 784, 786
1937: 725, 726, 727, 734, 737, 793
1938: 795
1940: 733
1942: 785, 792, and 797 sold to Atlantic & East Carolina. Retained DL&W numbers.
1945: 738, 788

All others continue in service. (16)

THE "BROOKS HOGS"

The first freight engines purchased by the "New Management" of the D. L. & W. were a group of fifteen twelve-wheelers (4-8-0), built by the Brooks Locomotive Works, in 1899, and bearing road numbers 801 to 815. They were culm burners with center cabs, and were generally

similar to a number built by Brooks for the Central Railroad of New Jersey, about the same time. They were built with 21″ x 32″ piston valve cylinders and 54″ diameter drivers. The cylinders were almost immediately bushed to 20″.

These engines were followed by five of the same wheel arrangement and same general design, but with a slightly different style firebox, and were numbered 816 to 820. They were built by the Dickson Works, in 1900, and had 21″ x 32″ slide valve cylinders, which were cast by the railroad company, because of a moulders' strike at the Dickson plant. The cylinders bore the letters "D. L. & W." cast on the steam chest sides, which was the then current means of identifying cylinders cast in the railroad company shops.

This design was immediately modified to the Consolidation (2-8-0) type, of which, ten, Nos. 821 to 830, were built at Dickson's in 1900, and twenty-three by Brooks, in the same year, the latter with piston valve cylinders, 21″ x 32″, a number of which were soon changed to 20½″ in diameter. The entire series, 801 to 853, were always referred to as Brooks "Hogs", despite the fact that Nos. 816 to 830 were built by Dickson. These engines were not a success, and the following year the entire design was discarded and replaced by what became the standard freight locomotive for a number of years. If the Brooks Hogs were ever used in road service, it was for a very short time, and they spent most of their years of service in and near Scranton, in pusher service and on mine runs. It was a common sight to see as many as three, and occasionally four, Brooks Hogs pushing a single train east or west out of Scranton often times with another one pulling ahead of the regular locomotive. They were all scrapped in 1923, except No. 821 which continued in service until October, 1924.

Efforts were made to render them more satisfactory, but without material success. The original piston valve cylinders, when worn out, were replaced with slide valve cylinders, the drivers of a few were increased to 57″ diameter, but none was ever given the benefit of a superheater or outside valve gear.

Nos. 801 through 899.

Type	4-8-0
Cylinders	21″ x 32″. See note.
Dia. Drivers	54″
Valve Gear	Stephenson
Valves	801-815, Piston; 816-820, Slide.
Weight O. D.	158000#
Wt. Total	200000#
Steam Pressure	200# See note.
Tractive Force	44400#

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
801	815	Brooks	3304	3318	1899	Wide	23
816	820	Dickson	1092	1096	1900	Wide	23

The cylinders of Nos. 801-815 were reduced to 20″ in diameter, and the boiler pressure reduced to 185#. The boiler pressure of Nos. 816-820 was reduced to 170#.

Slide valve cylinders, 21″ x 32″, were later applied to Nos. 801, 806, 811, 812, 814 and 815.

All of these engines were scrapped in 1923.

Type	2-8-0
Cylinders	21″ x 32″. See note.
Dia. Drivers	55″ See note.
Valve Gear	Stephenson
Valves	821-830, slide; 831-853, piston.
Weight O. D.	177,000#
Wt. Total	200,000#
Steam Press.	821-830, 185#; 831-853, 195#
Tractive Force.	821-830, 40347#; 831-853, 42527#.

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
821	830	Dickson	1110	1119	1900	Wide	23A
831	834	Brooks	3471	3474	1900	Wide	23A
	835	Brooks	3476		1900	Wide	23A
836	843	Brooks	3478	3485	1900	Wide	23A
844	853	Brooks	3519	3528	1900	Wide	23A

The cylinders on some or all of the 831-853 class were reduced to 20½″ diameter. The piston valve cylinders were replaced by 21″ x 32″ slide valve cylinders on Nos. 832, 838, 839, 840, 843, 846, 848, 849, 851 and 853. The diameter of the remaining piston valve cylinders was changed back to 21″.

On the following engines the driving wheel diameter was changed to 57″ :— 831, 833, 835, 837, 838, 839, 840, 842, 843, 845, 847, 849, and 851. No. 821 was scrapped in October, 1924; all others in 1923.

854 2-8-0W, Scranton Shops, 1899. 22″ x 30″ 57″ 175500 197650
B. P. 185#. Class 22A. From 888, 1902. Scrapped 4-1923.

Type	2-8-0
Cylinders	21″ x 26″
Dia. Dri.	57″
Valve Gear	Stephenson
Valves	Slide
Weight O. D.	166000
Weight Total	186000
Steam Pressure	200#
Tractive Effort	34197#

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
855	874	Schenectady	5800	5819	1901	Wide	17C
875	884	Dickson	1229	1238	1901	Wide	17C
885	899	Schenectady	6185	6199	1902	Wide	17C

888 (1st) renumbered to 854, 1902.

Retirement Record, Engines 801 to 899. All Scrapped.

1923: 801 through 820, 822 through 854.
1924: 821
1926: 855, 856, 884
1927: 857, 859, 863, 864, 873, 878, 881, 888, 891
1928: 860, 870, 896
1929: 861, 869, 899
1930: 875, 876, 882, 887, 889
1932: 868, 883, 895
1933: 865, 871, 880
1934: 879, 885, 892
1935: 862, 866, 867, 872, 874, 877, 886, 890, 893, 894, 897, 898

The engines of the 800 series have been partly replaced by the following passenger service Diesels.

Nos.	Builder	Date	Rating	D.D.	Wt.	T.F.
801 to 802	E. M. C.	1946	3 1500 HP units	40″	734900	175860
803 to 805	E. M. C.	1947	3 1500 HP units	40″	733125	183000

CONSTRUCTION NUMBERS

Number	a unit	b unit	c unit
801	3717	3721	3718
802	3719	3722	3720
803	4395	4401	4396
804	4397	4402	4398
805	4399	4403	4400

Nos. 901 through 999.

Class	Cylinders	DD.
19	19″ x 24″	69″ etc.
19A	19″ x 24″	73″
20	19″ x 24″	63⅜″
21	20″ x 26″	63″

Class 19 with 19½″ x 24″ marked*

No.	Old No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
901	Buff 71	4-4-0	Dickson	390	1882	19	72500	95000	To 477 1905
901		4-4-0W	From 953		1905				Sc 1-1927
902	Buff 11	4-4-0W	Dickson	328	1882	19	86760	120760	So 9-1926
903	Buff 12	4-4-0W	Dickson	329	1882	19*	88775	125175	Sc 10-1916
904	Buff 75	4-4-0W	Dickson	394	1882	19*	86760	120760	Sc 10-1915
905	Buff 1	4-4-0W	Cooke	1227	1882	19	86760	120760	Sc 2-1916
906	Buff 2	4-4-0W	Cooke	1228	1882	19*	86760	120760	Sc 12-1915
907	Buff 4	4-4-0W	Cooke	1230	1882	19	86760	120760	Sc 10-1926
908	Buff 5	4-4-0W	Cooke	1231	1882	19*	86760	120760	Sc 6-1913
909	Buff 67	4-4-0W	Cooke	1402	1883	19	85100	121600	Sc 11-1924
910	Buff 70	4-4-0W	Dickson	389	1882	19*	86760	102760	Sc 9-1920
911	ML 180	4-4-0W	Dickson	397	1882	19*	80000	116200	Sc 4-1928
912	M&E 91	4-4-0W	Dickson	937	1896	19	87000	126000	Sc 1-1927
913	SBNY 5	4-4-0	Dickson	396	1882	19	75300	102500	Sc 4-15-11
914	M&E 163	4-4-0W	Dickson	938	1896	19	87000	126000	Sc 4-28-02
914		4-4-0W	From 954		1905				Sc 1-1927
915	M&E 164	4-4-0W	Dickson	939	1896	19	87000	126000	Sc 4-1920
916	Buff 7	4-4-0W	Cooke	1233	1882	19	85100	121600	Sc 8-1926
917	Buff 10	4-4-0W	Cooke	1236	1882	19	85100	121600	Sc 1-1927
918	Buff 14	4-4-0W	Cooke	1403	1883	19	85100	121600	Sc 12-1915
919	Buff 123	4-4-0W	Buffalo		1891	19	85100	121600	Sc 1-1927
920	ML 8	4-4-0W	Baldwin	3892	1876	19	76900	114700	Sc 12-1915
921	M&E 22	4-4-0	Dickson	925	1895	19	79000	108000	Sc 5-20-11
921		4-4-0W	From 937		1911				Sc 1-1927
922	M&E 126	4-4-0	Dickson	926	1895	19	79000	108000	Sc 6-1911
922		4-4-0	From 934		1911				Sc 5-20-11
923	Buff 9	4-4-0	Cooke	1235	1882	19	82300	108000	Sc 2-17-10
923		4-4-0	From 935		1911				Sc 6-8-11
924	ML 181	4-4-0W	Dickson	331	1882	19*	84400	118500	Sc 10-1926
925	ML 187	4-4-0W	Syracuse		1892	19*	80800	111500	Sc 9-1913
926	ML 246	4-4-0W	Kingston		1893	19*	84600	122000	Sc 8-1920
927	Buff 3	4-4-0	Cooke	1229	1882	19	82300	108800	So 7-1914
928	ML 245	4-4-0W	Kingston		1892	19*	84600	122000	Sc 11-1920
929	ML 243	4-4-0W	Kingston		1891	19*	84600	122000	Sc 5-1920
930	ML 244	4-4-0W	Kingston		1891	19	84600	122000	Sc 8-1912
931	M&E 51	4-4-0	Kingsland		1891	19	75000	104000	Sc 4-1911
931		4-4-0W	From 938		1911				Sc 9-1920
932	M&E 150	4-4-0	Dickson	832	1891	19	78000	105000	Sc 4-1911
933	M&E 151	4-4-0	Dickson	833	1891	19	78000	105000	Sc 4-1911
934	M&E 152	4-4-0	Dickson	834	1891	19	78000	105000	To 922 1911

No.	Old No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Weights Tot.	Disposition
935	M&E 153	4-4-0	Dickson	835	1891	19	78000	105000	To 923 1911
936	ML 242	4-4-0W	Kingston		1890	19*	84600	122000	Sc 6-21-10
937	M&E 145	4-4-0	Cooke	1400	1883	19			Wr 5-16-04
937		4-4-0W	From 955		1905				To 921 1911
938	ML 240	4-4-0W	Kingston		1889	19*	77600	110000	To 931 1911
939	ML 241	4-4-0W	Kingston		1889	19*	80800	112500	To 489 1910
940	M&E 141	4-4-0	Dickson	650	1889	19	72000	99000	To 490 1910
941	M&E 142	4-4-0	Dickson	651	1889	19	72000	99000	To 491 1910
942	ML 188	4-4-0W	Cooke	1768	1887	19	79800	111500	To 492 1910
943	ML 189	4-4-0W	Cooke	1769	1887	19	79800	111500	To 493 1910
944	M&E 57	4-4-0	Cooke	1770	1887	19	67000	98000	To 478 1905
945	M&E 136	4-4-0W	Cooke	1771	1887	19	67000	98000	To 479 1905
946	M&E 29	4-4-0	Dickson	477	1884	19	67000	98000	To 481 1905
947	M&E 133	4-4-0	Cooke	1591	1884	19			To 482 1905
948	M&E 134	4-4-0	Cooke	1592	1884	19			To 483 1905
949	Buff 124	4-4-0	Dickson	476	1884	19			To 484 1905
950	ML 183	4-4-0	Dickson	481	1884	19			To 485 1905
951	ML 184	4-4-0	Dickson	478	1884	19			To 486 1905
952	ML 185	4-4-0	Dickson	479	1884	19			To 487 1905
953	ML 186	4-4-0	Dickson	457	1884	19			To 488 1904
953		4-4-0W	From 960		1904				To 901 1905
954	ML 182	4-4-0	Dickson	332	1882	19			Sc 5-2-03
954		4-4-0W	From 962		1904				To 914 1905
955	Buff 6	4-4-0	Cooke	1232	1882	19	65000	89700	To 489 1904
955		4-4-0W	From 963		1904				To 937 1905
956	Buff 8	4-4-0	Cooke	1234	1882	19	65000	89700	To 490 1904
956		4-4-0W	From 971		1904				Sc 1-1929
957	Buff 13	4-4-0	Dickson	398	1883	19			To 491 1904
957		4-4-0W	From 972		1904				Sc 1-1929
958	Buff 15	4-4-0	Dickson	330	1882	19			To 492 1904
959	Buff 73	4-4-0	Dickson	392	1882	19			To 493 1904
960	O&S 15	4-4-0W	Scranton		1899	19*	80000	112000	To 953 1904
961		4-4-0	From 535		1900	19	79000	108000	To 494 1904
962	—	4-4-0W	Kingsland		1900	19*	87000	126000	To 954 1904
963	—	4-4-0W	Scranton		1900	19*	87300	127300	To 955 1904
965	Buff 134	4-4-0	Buffalo		1892	19A	71300	92800	To 495 1904
966	Buff 133	4-4-0	Buffalo		1892	19A	71300	92800	To 496 1904
967	Buff 74	4-4-0	Dickson	393	1882	19A	71300	92800	To 497 1904
968	Buff 72	4-4-0	Dickson	391	1882	19A	71300	92800	To 498 1904

Old No. No. & Div.	Type	Builder	c/n	Date	Cl	Weights OD	Tot.	Disposition
969 ML 10	4-4-0	Dickson	395	1882	20	68100	92400	To 499 1904
971 M&E 165	4-4-0W	Dickson	1011	1898	21	90200	129800	To 956 1904
972 M&E 166	4-4-0W	Dickson	1012	1898	21	90200	129800	To 957 1904

902. Sold to Delaware Valley R. R.
1st 914. Destroyed by boiler explosion, Dover, N. J., April 28th, 1902.
927. Sold to Raritan River R. R. #8.
930. Cylinders 18¾" x 24".

The foregoing locomotives, Nos. 901 to 972, were replaced by the following 4-4-0's, all originally built with wide fireboxes and center cabs.

Type	4-4-0
Cylinders	20" x 26"
Dia. Dri.	69"
Valve Gear	Stephenson
Valves	954-55 Piston. Others, slide.
Weight O. D.	See below.
Weight Total	See below.
Steam Pressure	185#
Tractive Force.	23701#

WEIGHTS

Nos.	As built OD	Total	With superheaters OD	Total	As rebuilt, 1923 OD	Total
933 - 938	107500	159000	107200	162400		
939 - 943	104500	156000	106400	159200		
944 - 955	100000	150000	106400	159200		
958 - 972	100000	150000	106400	159200	109500	167700
973 - 991	93000	140000	106400	159200	109500	167700
992 - 999	100000	150000	106400	159200	109500	167000

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
933	938	Schenectady	49977	49982	1911	Wide	19B
939	943	Schenectady	47943	47947	1910	Wide	19B
944	955	Schenectady	30547	30558	1905	Wide	19B
958	972	Baldwin	see below		1904	Wide	19B
973	980	Schenectady	5792	5799	1901	Wide	19B
	981	Schenectady		6122	1901	Wide	19B
982	991	Schenectady	6165	6174	1902	Wide	19B
992	999	Schenectady	27253	27260	1903	Wide	19B

BALDWIN CONSTRUCTION NUMBERS

958	23935	963	23966	968	24020
959	23936	964	23981	969	24074
960	23945	965	23986	970	24075
961	23955	966	23992	971	24097
962	23956	967	24016	972	24107

No. 953 was received new with superheater and slide valve cylinders, the former being removed at an early date, probably due to lubrication difficulties.

No. 954 was received new without superheater, but with piston valve cylinders, which, when worn out, were replaced with slide valves.

No. 955 was received new with superheater and piston valves, and retained both until the general installation in the 900 class of superheaters and Economy Valve Chests was instituted. At this time, the old superheater in the 955 was replaced with a modern one, and slide valve cylinders, with Economy Valve Chest, replaced the original piston valves. Practically the entire 900 class was eventually superheated.

In 1923, plans were made to rebuild all of the 933 - 999 engines with 21″ x 26″ piston valve cylinders and Baker Valve Gear, but this program was curtailed with the electrification of the New Jersey suburban area, by which time the following ten locomotives had been converted:— 961, 964, 970, 972, 978, 981, 983, 987, 988 and 992.

In 1937 and 1938, these engines, except No. 972, were again remodeled by placing the cab behind the fire-box.

Retirement Record, Engines 933 to 999. All Scrapped.

1928: 989, 991
1929: 944, 955, 956, 957, 959, 965, 975, 976, 979, 982
1930: 946, 949, 950, 951, 953, 954, 960, 962, 966, 967, 971, 973, 974, 980, 984, 985, 994, 996, 997, 998
1931: 935, 936, 937, 938, 939, 940, 941, 943, 958, 963, 969, 977, 986, 990, 993, 995, 999
1932: 933, 942
1934: 945
1935: 934, 947, 948, 968, 972
1938: 952, Presented to the Railway & Locomotive Historical Society.
1940: 983, 987
1942: 961, 992
1944: 970, 981
1946: 964, 978, 988

Nos. 1001 to 1007.

	As Built	Reb. with Slide Valves	As rebuilt 1919 - 1920
Type	4-6-0	4-6-0	4-6-0
Cylinders	20" x 28"	20½" x 28"	20" x 28"**
Dia. Dri.	69"	69"	69"
Valve gear	Stephenson	Stephenson	Walschaert
Valves	Piston*	Slide	Piston
Wt. O. D.	137000	137000	137000
Wt. Total	179000	179000	179000
St. Press.	210#	210#	200#
T. F.	28974#	30440#	27594#

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
1001	1007	Brooks	3463	3469	1900	Wide	24

Builders numbers are as shown in company records. Actually the shop number of #1001 was 3464, and of 1004 - 1007 were 3466 to 3469.

*Nos. 1002, 1003, 1005 and 1006 were changed to slide valve.

#1002 was equipped with Young's Rotary valves and Walschaert valve gear from about 1906 to 1909. In August, 1912, it was equipped with Pilliod gear, which was removed in 1919.

The rebuilding of 1919-20 included superheating.

**In 1925 and 1926, the cylinders of Nos. 1001-1003-1006 were changed to 21" x 28", and of Nos. 1002-1004-1005-1007 were changed to 20½" x 28".

No. 1005 was scrapped in March, 1930, the others in January, 1931.

Nos. 1008 to 1016.

	As built	Reb. S'heater & Economy Valves	Rebuilt 1924-27
Type	4-6-0	4-6-0	4-6-0
Cylinders	22½" x 26"	23" x 26"	23" x 26"
Dia. Dri.	69"	69"	69"
Valve Gear	Stephenson	Stephenson	Walschaert
Valves	Slide	Economy Piston	Piston
Wt. O. D.	154000	167500	167500
Wt. Total	201000	214800	214800
Steam Press.	215#	200#	200#
T. F.	34861#	33900#	33900#

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
1008	1012	Schenectady	38693	38697	1905	Wide	24A
1013	1016	Rogers	39812	39815	1906	Wide	24A

Beginning with No. 1015, in 1915, these engines were equipped with superheaters and Economy Valve Chests, during the years 1915 to 1918. In 1937-38, all of the remaining engines of this group were rebuilt with the cab behind the firebox, as was done with some of the 900 class. Those so changed were Nos. 1008, 1009, 1010, 1011, 1013, 1014 and 1016.

Nos. 1017 to 1036.

	As Built	Reb. with S'heaters
Type	4-6-0	4-6-0
Cylinders	22½" x 26"	23" x 26"
Dia. Dri.	69"	69"
Valve Gear	Walschaert	Walschaert
Valves	Piston	Piston
Weight O. D.	See below	See below
Weight-Total	See below	See below
Steam Press.	215#	200#
Tract. Force	34861#	33900#

	As built		As rebuilt	
	OD	Total	OD	Total
1017 - 1023	156000	206000	169500	219800
1024 - 1031	168000	214000	168000	214000
1032 - 1036	170000	218000	175800	225000

Nos. From	To	Builder	C/N From	To	Date	Fbx.	Old Class
1017	1023	Rogers	42755	42761	1907	Wide	24B
1024	1031	Schenectady	45506	45513	1908	Wide	24B
1032	1036	Schenectady	47948	47952	1910	Wide	24B

Nos. 1024 and 1025 were rebuilt with end cabs, in 1938.

Superheaters were applied during years 1912 to 1914.

Nos. 1050 to 1052.

Type	4-6-0
Cylinders	22½" x 26"
Dia. Dri.	73"
Valve Gear	Walschaert
Valves	Piston
Weight O. D.	157000
WWeight-Total	208000
Steam Press.	215#
Tract. Force.	32951#

Nos.			C/N				Old
From	To	Builder	From	To	Date	Fbx.	Class
1050	1052	Rogers	42762	42764	1907	Wide	24C

These three engines were later equipped with superheaters, and the diameter of the cylinders was increased to 23″; weights were increased to 169500 lbs. on drivers, and to 220000 lbs., total weight. The boiler pressure was reduced to 200#, resulting in a tractive effort of 32000 lbs. All three were scrapped in 1936. Originally classed 24E.

Retirement Record, Engines 1001 to 1052. All Scrapped Except 1008.

1930: 1005
1931: 1001, 1002, 1003, 1004, 1006, 1007
1932: 1015, 1017, 1018, 1019, 1020, 1021, 1023, 1029
1934: 1022
1936: 1027, 1036, 1050, 1051, 1052
1937: 1026, 1028, 1030, 1034
1938: 1012, 1031, 1032, 1033, 1035
1940: 1024
1942: 1008, 1009, 1010, 1011, 1013, 1014, 1016, 1025

1008 sold to Bethlehem Fairfield Shipyards Co.

Nos. 1101 to 1114.

Type	4-6-2
Cylinders	25″ x 28″ (#1110, 25″ x 26″)
Dia. Dri.	73″
Valve Gear	Walschaert
Valves	Piston
Weights	See below
Steam Press.	200#
Tract. Force	40700# (#1110, 37842#)

Nos.			C/N			Weights		
Fr.	To	Builder	Fr.	To	Date	OD	Total	Firebox
1101	1107	Schenectady	51348	51354	1912	179500	284000	Wide, end cab.
1108	1110	Schenectady	53143	53145	1913	185500	288000	Wide, end cab.
1111	1114	Schenectady	54366	54369	1914	186500	290000	Wide, end cab.

Nos. 1115 to 1130 and 1136 to 1140

Type	4-6-2
Cylinders	25" x 28"
Dia. Dri.	79"
Valve Gear	Baker
Valves	Piston
Weights	See below
Steam Press.	210#
Tract. Force.	39430#

Nos.			C/N			Weights		
Fr.	To	Builder	Fr.	To	Date	OD	Total	Firebox
1115	1119	Schenectady	63248	63252	1922	191000	301000	Wide, end cab.
1120	1125	Schenectady	61780	61785	1920	192500	302000	Wide, end cab.
1126	1130	Schenectady	57053	57057	1917	189500	300000	Wide, end cab.
1136	1140	Schenectady	64283	64287	1923	191000	301000	Wide, end cab.

No. 1119 was converted to an oil burner in October, 1947.

Nos. 1131 to 1135.

Type	4-6-2
Cylinders	27" x 28"
Dia. Dri.	73"
Valve Gear	Walschaert
Valves	Piston
Weight O. D.	197300
Weight-Total	305500
Steam Press.	200#
Tract. Force	47500

Nos.			C/N			
From	To	Builder	From	To	Date	Fbx.
	1131	Schenectady		55131	1915	Wide, end cab.
1132	1135	Schenectady	55127	55130	1915	Wide, end cab.

When built, No. 1131 was equipped with Riegel's Water tube firebox, which was replaced by a standard firebox after several years of service. The original weights of this engine were 199500 on drivers, and 307000, total. Cylinders later changed to 26" x 28".

Retirement Record, Engines 1101 to 1140.

1940: 1110
1942: 1101, 1102, 1103, 1108, 1109, 1111
1946: 1105, 1106, 1113
1947: 1114

All others continued in service. (29)

Nos. 1151 to 1193.

Type	4-6-2
Cylinders	25″ x 28″
Dia. Dri.	1151-1171, 69″; 1172-1193, 70″.
Valve Gear	1151-1171, Walschaert; 1172-1193, Baker
Valves	Piston
Weight O. D.	see below
Weight-Total	see below
Steam Press.	200#
Tract. Force.	1151-1171, 43116#; 1172-1193, 42500#

Nos.			C/N			Weights		
Fr.	To	Builder	Fr.	To	Date	OD	Total	Firebox
1151	1157	Schenectady	53158	53164	1913	186500	286000	Semi-wide
1158	1170	Lima	1381	1393	1914	188000	291000	Semi-wide
	1171	Lima		1394	1914	189600	297600	Semi-wide
1172	1178	Schenectady	55920	55926	1916	187500	295000	Semi-wide
1179	1183	Schenectady	63606	63610	1922	189500	297000	Semi-wide
1184	1193	Brooks	65398	65407	1924	190500	297500	Semi-wide

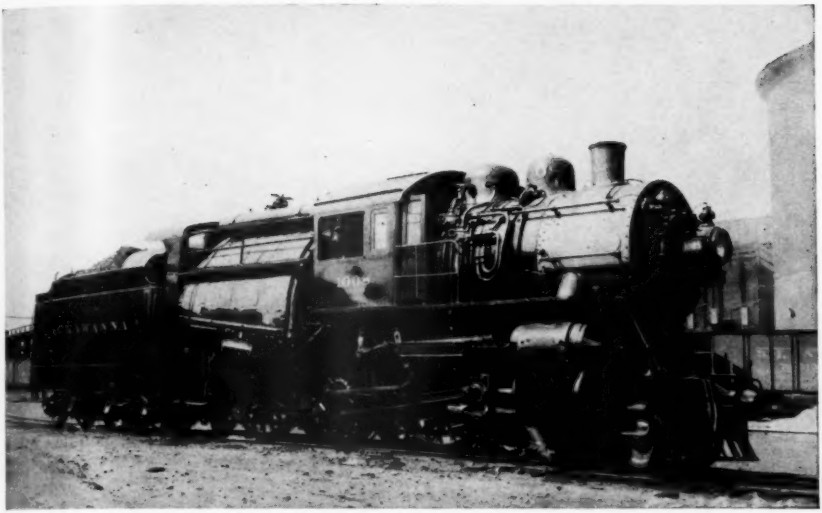
When built, No. 1171, was equipped with Riegel's Water Tube firebox, which was later replaced by one of the conventional type.

All but five of these freight Pacifics were rebuilt to 0-8-0 yard engines, at Scranton Shops, in the years 1929 to 1933, and were renumbered to the 200 class, as shown in the following list. For dates of conversion, refer to the 200 class roster.

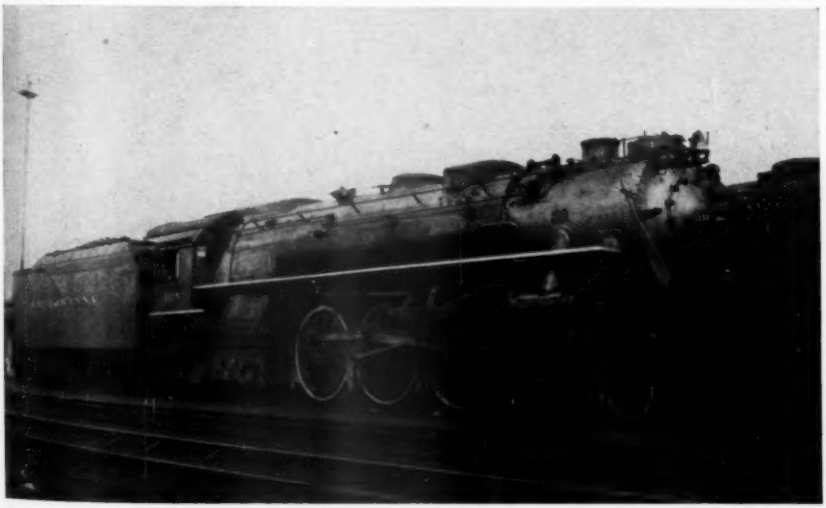
From	To	From	To	From	To	From	To
1151	204	1161	1169	1169**	219	1179	227
1152	205	1161*	209	1170	221	1180	228
1153	207	1162	212	1171	220	1181	229
1154	202	1163	215	1172	NOT	1182	238
1155	203	1164	214	1173	222	1183	233
1156	206	1165	216	1174	226	1184	231
1157	201	1166	217	1175	224	1185	237
1158	211	1167	213	1176	223	1186	234
1159	210	1168	218	1177	225	1187	232
1160	208	1169	1161	1178	230	1188	236
						1190	235

*Nos. 1161 and 1169 changed numbers because the latter was in need of immediate repairs. Hence the 1161 which became 209 was the first 1169.

**This 1169 was ex-1161. See above note.

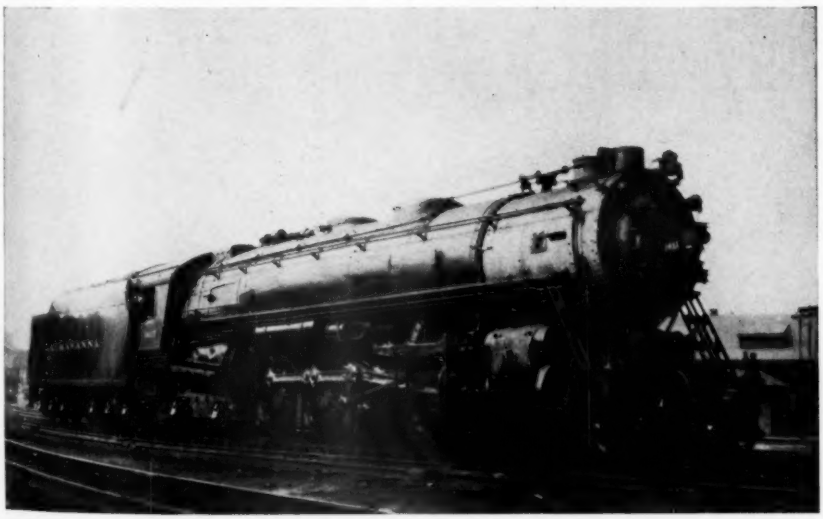


No. 1008. As rebuilt with piston valve cylinders and Walschaert Valve Gear.



No. 1155. The Lackawanna's version of the Hudson Type. Schenectady, 1937.

No. 1451. Three-cylinder Mountain Type for passenger service. Brooks, 1925.



No. 1615. Pocono type for freight service. Schenectady, 1929.

Courtesy of American Locomotive Co.

No. 1631. Pocono type for dual service. Schenectady, 1934.

No. 2127. Brooks 1923. At Scranton, 1937.

1172. Destroyed by boiler explosion while pulling No. 6, near Lehigh Summit, July 22, 1930.

1189. Not rebuilt. Sold to Boston & Maine #3696, 1943.
1191. Not rebuilt. Sold to Boston & Maine #3697, 1943.
1192. Not rebuilt. Sold to Boston & Maine #3698, 1943.
1193. Not rebuilt. Sold to Boston & Maine #3699, 1943.

Nos. 1151 to 1155. (2nd Series)

Type	4-6-4
Cylinders	26″ x 30″
Dia. Dri.	80″
Valve Gear	Walschaert
Valves	Piston
Weight O. D.	198000
Weight-Total	377000
Steam Press.	245#
Tractive Force	52800#

From	To	Builder	From	To	Date	Fbx.
1151	1155	Schenectady	68910	68914	1937	Semi-wide

Note: As an advertising feature for the New York World's Fair, No. 1151 was renumbered 1939, in 1939, and to 1940, the following year. It was subsequently restored to No. 1151. All continue in service.

Nos. 1201 to 1262.

Type	2-8-2
Cylinders	28″ x 30″
Dia. Dri.	63″
Valve Gear	1201-27, Walschaert; 1228-62, Baker
Valves	Piston
Weights	See below
Steam Press.	180#
Tract. Force	56230#

Nos.			C/N			Weights		
From	To	Builder	From	To	Date	OD	Total	Fbx.
1201	1215	Schenectady	51355	51369	1912	236500	312000	Semi-wide
1216	1227	Schenectady	53146	53157	1913	237000	312500	Semi-wide
1228	1237	Schenectady	55927	55936	1916	254500	321000	Semi-wide
1238	1252	Schenectady	60240	60254	1918	254500	321000	Semi-wide
1253	1262	Schenectady	61828	61837	1920	253500	328000	Semi-wide

The C/N of #1248 is 60251, and of #1249 is 60250.

Nos. 1201 to 1222 were rebuilt to 0-8-0 yard engines, at Scranton Shops, and were renumbered to the 200 class, as shown in the following list. For dates of conversion, refer to the 200 class.

From	To	From	To	From	To	From	To
1201	240	1207	252	1212	256	1217	259
1202	239	1208	245	1213	257	1218	243
1203	254	1209	258	1214	242	1219	246
1204	244	1210	251	1215	241	1220	249
1205	255	1211	248	1216	250	1221	253
1206	247					1222	260

Retirement Record, Engines 1201 to 1262.

Nos. 1201 to 1222 converted to 0-8-0, 1934-1935.
1936: 1225 destroyed by boiler explosion.
1946: 1223, 1241.
1947: 1226, 1228, 1229, 1230, 1238, 1245, 1247.
All others continue in service. (30)

Nos. 1401 to 1405.

Type	4-8-2
Cylinders	28" x 30"
Dia. Dri.	69"
Valve Gear	Baker. Changed to Walschaert.
Valves	Piston
Weight O. D.	257500
Weight-Total	376000
Steam Press.	200#
Tract. Force.	58000#

Nos.			C/N			
From	To	Builder	From	To	Date	Fbx.
1401	1405	Brooks	65418	65422	1924	Semi-Wide

In 1943, these five engines were sold to the Atlantic Coast Line, retaining their D. L. & W. numbers on that road.

Nos. 1450 to 1454

Type	4-8-2
Cylinders	(3) 25" x 28"
Dia. Dri.	73"
Valve Gear	1450-51, Baker; 1452-54, Walschaert.
Valves	Piston
Weight O. D.	256000
Weight-Total	382000
Steam Press.	200#
Tract. Force	61100#

From Nos.	To	Builder	From C/N	To	Date	Fbx.
1450	1451	Brooks	66163	66164	1925	Semi-wide
1452	1454	Brooks	66428	66430	1925	Semi-wide

In 1930, all five of these engines were rebuilt with two cylinders, 28″ x 32″, and the steam pressure was increased to 220 lbs., which resulted in a tractive force of 64260 lbs. The valve gear of Nos. 1450 and 1451 was changed from Baker to Walschaert. All were scrapped in December, 1946.

Nos. 1501 to 1505

Type	4-8-4
Cylinders	27″ x 32″
Dia. Dri.	70″
Valve Gear	Walschaert
Valves	Piston
Weight O. D.	269000
Weight-Total	421000
Steam Press.	250#
Tract. Force.	64500#

Nos. From	To	Builder	C/N From	To	Date	Fbx.
1501	1505	Brooks	67526	67530	1927	Semi-wide

All in service as of this date.

Nos. 1601 to 1650.

Type	4-8-4
Cylinders	28″ x 32″
Dia. Dri.	1601-30, 70″; 1631-50, 74″.
Valve Gear	Walschaert
Valves	Piston
Weights	see below
Steam Press.	1601-30, 235#; 1631-50, 250#.
Tract. Force	1601-30, 71600#; 1631-50, 72000#.

From	To	Builder	C/N From	To	Date	Weights OD	Total	Fbx.
1601	1620	Schenectady	67799	67818	1929	262000	418000	Semi-wide
1621	1628	Schenectady	68623	68630	1932	271000	429000	Semi-wide
1629	1630	Schenectady	68631	68632	1932	270000	432000	Semi-wide
1631	1650	Schenectady	68661	68680	1934	274000	447000	Semi-wide

Cylinders of Nos. 1637, 1645 and 1646 changed to 27″ x 32″. Tractive Force, 66990#.

All of these engines continue in service.

Nos. 2101 to 2150.

Type	2-8-2
Cylinders	28″ x 32″
Dia. Drivers	63″
Valve Gear	Baker
Valves	Piston
Weight O. D.	2101-40, 271500; 2141-2150, 276500
Weight-Total	2101-40, 356500; 2141-2150, 362500
Steam Pressure	200#
Tractive Force	67700#
Booster T. F.	11500#

Nos.			C/N			
From	To	Builder	From	To	Date	Fbx.
2101	2125	Schenectady	63581	63605	1922	Semi-wide
2126	2140	Schenectady	64039	64053	1923	Semi-wide
2141	2150	Brooks	65408	65417	1924	Semi-wide

Retirement Record, Engines 2101 to 2150. Scrapped unless otherwise noted.

1945: 2101, 2120, 2137, 2138, 2143, 2149
1946: 2102, 2103, 2104, 2105, 2106, 2109, 2110, 2112, 2113, 2114, 2115, 2118, 2119, 2121, 2128, 2129, 2130, 2133, 2134, 2139, 2142, 2144, 2146, 2147
1947: 2122, 2123, 2124, 2125, 2126, 2127, 2131, 2140, 2145, 2148

Others continue in service. (10)

2101 and 2138 sold to Montour R. R., March 1945.
2102 sold to Montour R. R., 1946.
2120 and 2137 sold to Chicago & Illinois Midland R. R., Nos. 560 and 561, September, 1945.
2143 and 2149 sold to Alton & Southern R. R., Nos. 26 and 27, March, 1945.

Nos. 2201 to 2235.

Type	4-8-2
Cylinders	(3) 25″ x 32″ outside; 25″ x 28″ ins.
Dia. Dri.	63″
Valve Gear.	Baker
Valves	Piston
Weight O. D.	2201-25, 274000; 2226-35, 276000.
Weight-Total	2201-25, 394000; 2226-35,397000.
Steam Press.	2201-25, 195#; 2226-35, 200#
Tract. Force	2201-25, 75600; 2226-35,77600.
Booster T. F.	2201-25, 11200; 2226-35, 10220.

Nos.			C/N			
From	To	Builder	From	To	Date	Fbx.
2201	2225	Schenectady	66954	66978	1926	Semi-wide
2226	2235	Schenectady	67516	67525	1927	Semi-wide

Retirement Record, Nos. 2201 to 2235

1946: 2201, 2202, 2205, 2207, 2210, 2211, 2218, 2219, 2226, 2232.
1947: 2203, 2209, 2212, 2213, 2214, 2215, 2216, 2217, 2220, 2221, 2222, 2223, 2225, 2229, 2231, 2235.

All others continue in service. (9)

Nos. 3001, 3501, 3502 and 4001.

No.	Builder	Date	Remarks
3001	ALCo-GE-IR Companies.	1926	Diesel Electric Switcher.
3501	General Electric Co.	1930	Combined trolley, oil electric.
3502	General Electric Co.	1930	Combined trolley, oil electric.
4001	General Electric Co.	1926	50 ton, 600 volt switcher.

	3001	3501-2	4001
Type	0-4-4-0	0-4-4-0	0-4-4-0
Dia. Wheels	38"	43"	36"
Weight	132700#	248000#	102840#
Tractive Force	36000#	60000#	28000#
C/N	66683	11208-09	10046

4001, sold to Shawinigan Falls Terminal Ry. Feb. 28, 1942.
3501 and 3502 scrapped, June, 1946.

Steam Locomotives in Service as of Dec. 31st, 1947.

Nos. 7, 98
120, 124, 128, 132-133, 135, 139, 144, 163, 167, 172-177, 179-183
201-260
351, 353, 355-360, 362-367, 370, 373
547
724, 728-732, 735-736, 739, 787, 789-791, 796, 798-799
1104, 1107, 1112, 1115-1140, 1151-1155
1224, 1227, 1231-1237, 1239-1240, 1242, 1244, 1246, 1248-1262
1501-1505
1601-1650
2107-2108, 2111, 2116-2117, 2132, 2135-2136, 2141, 2150
2204, 2206, 2208, 2224, 2227-2228, 2230, 2233-2234
Total - 254 locomotives

IN CONCLUSION

It is less than four years until the one-hundredth anniversary of the opening of the old Lackawanna & Western Railroad. These ninety-six years have witnessed its growth from a small road founded primarily to handle coal and iron products, to a system of major importance among the railroads of the eastern seaboard. Through its development by extensions and acquisition of important feeder lines, the road has built up a diversified traffic, relieving itself of its former entire dependence upon coal haulage and, in the process, has formed the shortest route between New York and Buffalo.

The barrier of the Pocono Mountains in north-eastern Pennsylvania has always been a serious one and a challenge to the ingenuity of the motive power men to produce locomotives that would meet the constant demand to handle trains of steadily increasing tonnage and to maintain the exacting schedules of present day transportation. From its earliest days, the motive power of the D. L. & W. has been in capable hands such as those of Watts Cooke, Walter Dawson, Charles Graham, Sr., and David Brown, all on the Main Line prior to 1900. The other divisions, too, have had their outstanding locomotive officials, such as W. H. Lewis, on the M. & E., Charles Graham, Jr., on the Bloom Division; Thomas Thatcher, on the S. B. & N. Y., and F. B. Griffiths, on the Buffalo Division, to name a few but, by no means, all of them.

In the years since the turn of the century, men of skill and ability have maintained high standards of the road's locomotives, both in appearance and performance, for which credit for personal achievement is not accorded as generally as in the days when the "M. M." was the motive power department.

The greatest expansion of the system took place during the regime of President Samuel Sloan, an ultra-shrewd railroad operator, whose term of office as president lasted almost thirty-two years (August, 1867 to March, 1899) which, in itself, bespeaks Mr. Sloan's high ability, and probably sets a record for railroad presidency.

Second only to Mr. Sloan (and perhaps ahead of him in the choice of some) stands General Superintendent "Old Bill" Hallstead, with fifty-one years of service on the D. L. & W., and as typical of the railroad of his day as the oil-burning headlight or the beautifully maintained locomotives. His reputation of "being everywhere, all of the time", and his complete mastery of nearly every phase of the railroad game was a by-word of that era.

One bit of humor in regard to this tough, two-fisted railroader of the old school may not be out of place. A farmer, living some thirty miles from Scranton, one day stepped into Hallstead's office, in the dingy,

old Scranton station, where the city freight house now stands, and asked for a pass to his home town. Without any hesitation "Old Bill" spoke his mind regarding such a request, in his usual and forceful way, ending his tirade with the question, "What would you think if I stopped at your farm and asked you to get your team and drive me without charge to Scranton?" "Well", replied the farmer, and without reflecting too long, "if I was all hitched up and going that way, and refused to take you, I'd think I was a pretty damned mean man".

According to the story, he got his pass.

In Memory of

CHARLES B. CHANEY

Annual Member

309 Laurel Ave., Laurel, Maryland

Who Died on April 5th, 1948.